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1st - 6th Annual Statement of the
Trade and Commerce of Chicago, for
1858 to 1864.

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ILLINOIS HISTORICAL SURVEY



FIRST ANNUAL STATEMENT

OF THE

TRADE AND COMMERCE

OF

CHICAGO,

FOR

THE YEAR ENDING DECEMBER 31, 1858.

REPORTED TO THE

CHICAGO BOARD OF TRADE,

BY

SETH CATLIN,

SUPERINTENDENT.

CHICAGO, ILL.:

S. P. ROUNDS, PREMIUM BOOK AND JOB PRINTER BY STEAM,
155 RANDOLPH STREET.

1859.

Officers of the Chicago Board of Trade.

President, - - - - JULIAN S. RUMSEY.
Vice President, - - - - THOMAS H. BEEBE.
Secretary and Treasurer, - - W. W. MITCHELL.
Superintendent, - - - - SETH CATLIN.

DIRECTORS :

R. M. MITCHELL,	J. MAGILL,
H. K. ELKINS,	B. F. CULVER,
I. Y. MUNN,	C. T. WHEELER,
GEORGE ARMOUR,	D. KREIGH,
N. LUDINGTON,	M. C. STEARNS.

FIRST COMMITTEE OF REFERENCE :

W. T. MATHER,	J. V. FARWELL,	S. B. POMEROY,
B. S. SHEPARD,		T. M. AVERY.

SECOND COMMITTEE OF REFERENCE :

E. W. DENSMORE,	S. H. FISH,	R. ROBINSON,
SAMUEL HOWE,		NATHAN MEARS.

STANDING COMMITTEE :

GEO. M. HOW,	W. S. STEWART,
ELI BATES,	B. W. THOMAS,
J. J. RICHARDS,	CLINTON BRIGGS,
G. WENTWORTH SCOTT.	

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BOARD OF TRADE ROOMS, CHICAGO, }
February 3, 1859. }

JULIAN S. RUMSEY, Esq.,

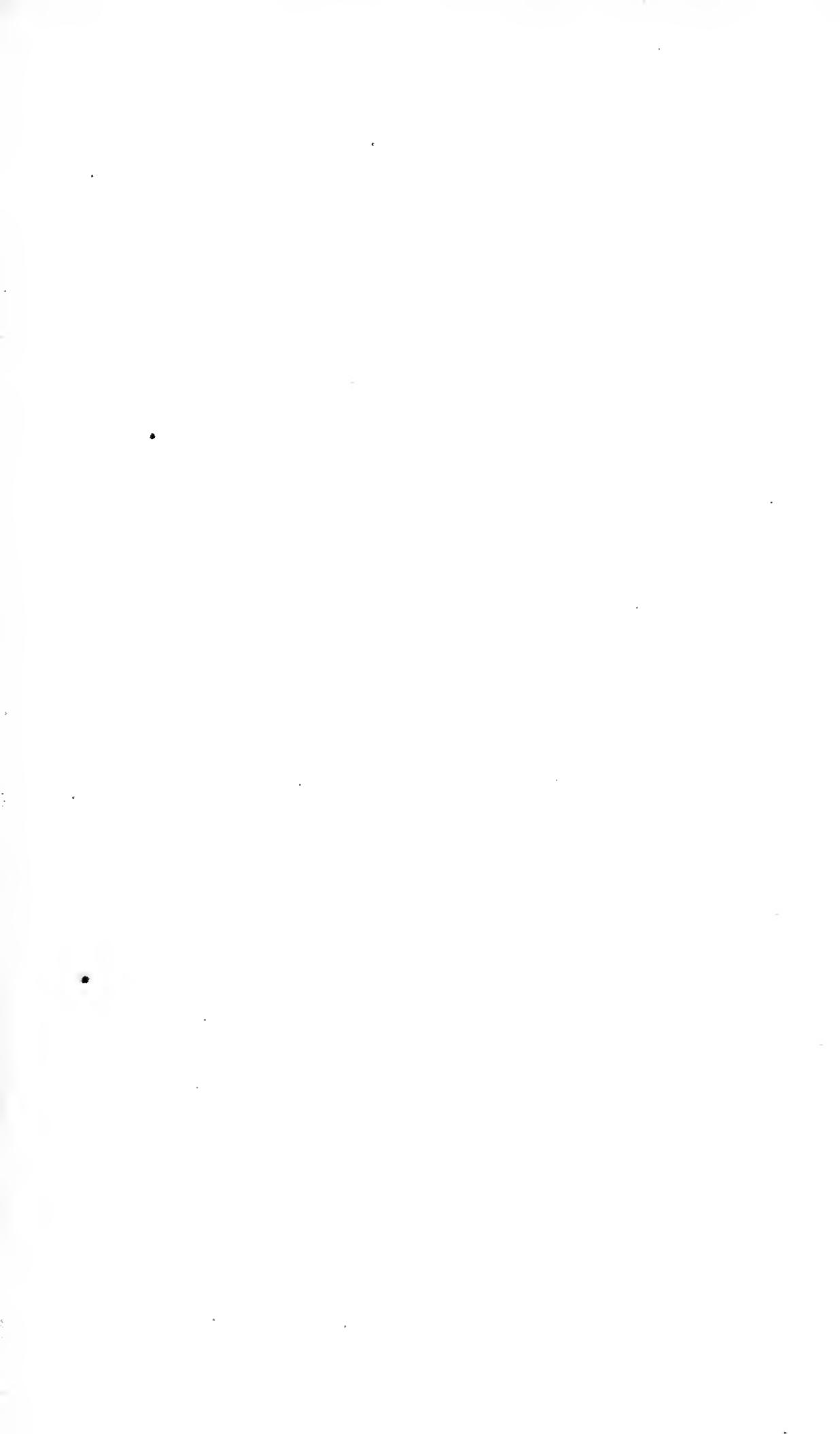
President Board of Trade:

SIR: According to your instructions, the following "Annual Statement" has been prepared, and is now submitted for the consideration of yourself and the Board. It is to be regretted that earlier notice was not given of the intention of the Board to make a statement at the close of the year 1858, as no material had been collected previous to 1st of May for such purpose, and the time consumed in collecting, lengthens the time for presenting to a much later date than could be wished. I think, however, the disappointment experienced by the delay will be more than compensated for by the correctness of the figures now laid before you.

I should be wanting in gratitude to you and to them, not to mention that of the Standing Committee whom you so kindly appointed to assist, Geo. M. How, Esq., and J. J. Richards, Esq., rendered valuable assistance in collecting material and compiling the Report.

Respectfully, &c.,

SETH CATLIN, *Superintendent.*



ANNUAL STATEMENT.

It is customary for associations like the Board of Trade of Chicago, to present a yearly statement of the business of the city where such associations are maintained. It is not proposed in this statement so to do, but to give an account of the business of the Board the past year, with a Summary of Statistics collected.

It appears from the Record the first "meeting of merchants and business men" was held March 13, 1848, when a constitution was submitted and adopted, but it was not until April 15, 1849, that an act of incorporation was in force, which was adopted by the Board organized May 2, 1850. Although few similar institutions in the country number more members, or transact more business "on 'change" than the "Chicago Board of Trade," no yearly report has ever been published of its proceedings.

From the meagre accounts heretofore kept by the Board, very little can be gathered, and in order to make comparisons between the business of this and former years, drafts have been made upon what has been published by newspapers, and the annual report of the "Chicago Daily Press." The report of the "Press" for many years has been very full, and it is believed nearly correct.

At the commencement of the present fiscal year of the Board, the Directors caused books to be procured, for the purpose of recording what was collected, and it is to be hoped that in future, accurate accounts will be kept of all transactions, with tables showing imports and exports of our principal articles of commerce.

The year now closed, although a gloomy one to commercial men throughout the country, has developed the fact that Chicago and the North West are as well prepared to maintain their trade and commerce in years of adversity, as the older cities and States of the East. It is true our grain trade has suffered the past year for the want of a foreign demand, but it has nevertheless sufficed to enable our merchants generally to pay their obligations and keep unembarrassed in their business engagements.

We are indebted to Lieut. Col. J. D. Graham, of the U. S. T. E., for the annexed valuable report, showing the aggregate of the imports and exports of Chicago for the year 1858, fully agreeing with him, that the cause or causes for the amount falling short of the year 1855, will be found in the extreme low prices which have ruled the past year for our cereals, Beef and Lumber.

CHICAGO, January 28, 1859.

To the Standing Committee of the Board of Trade of Chicago:

SIRS: I regret that it has not been in my power to reply sooner to your letter of the 8th instant, in which, in behalf of the Board of Trade of Chicago, you request my views in regard to the value of the commerce of Chicago, and of her tonnage, &c., for the year 1858. To obtain this information from reliable data, so as to ensure a proper degree of accuracy, has been a work of much labor, requiring a close examination of the records of the U. S. Custom House at this place, and a great mass of mercantile records of actual business done at Chicago during the year 1858.

TRADE AND COMMERCE OF

The task has now been accomplished, and if it has taken more time than was at first expected, there is a proportionate degree of satisfaction in knowing that the results now presented are correct and reliable.

It will be seen that the value of this commerce, notwithstanding the depression in mercantile business during the year 1858, amounted in the aggregate of receipts and shipments, or imports and exports, to the sum of \$174,896,011 70.

This is much less than was shown for the year 1855, in my annual report for that year, to the U. S. Government. The difference is, however, due partly to the larger prices which were commanded for all products in 1855, owing to the great demand created by the war in the Crimea, then prevailing.

It will be seen that the amount and value of the tonnage of Chicago have greatly increased since the year 1855. Its aggregate lake tonnage was then 31,108 59-95 tons, estimated to have cost \$1,088,801 74.

The lake tonnage enrolled at the port of Chicago amounted in 1858 to 8,151 tons in steam vessels, and 58,771 tons in sail vessels. Estimating the value of the steam vessels, completed and equipped for active service, at \$40 per ton, and the value of sail vessels, completed and rigged, and equipped for active service, at \$35 per ton, which are believed to be within the mark, the value of these two classes of tonnage amounts to the sum of \$2,383,025 00, which is more than double the value of 1855.

Besides these two classes of tonnage, there is a third, namely, the canal tonnage, which was not brought into view in 1855, but, as it forms a very important item of Chicago tonnage, it is brought into account for 1858. There are owned at the port of Chicago, 152 canal boats, employed on the Illinois and Michigan Canal, which cost, on an average, \$1,000 each.

Total cost of Canal Tonnage, belonging to Chicago.....	\$ 152,000 00
Aggregate cost of Lake and Canal Tonnage, belonging to the port of Chicago, in 1858.....	2,535,025 00

The value of the commerce of Chicago, by the several principal avenues of trade, was, in the year 1858, as follows, viz:

IMPORTS.

1. By Lake Vessels.....	\$27,194,144 24
2. By the Illinois and Michigan Canal	4,377,370 55
3. By Railroads.....	60,064,575 71
Total value Imports in 1858.....	\$91,636,090 50

EXPORTS.

1. By Lake Vessels	\$21,261,074 73
2. By the Illinois and Michigan Canal.....	1,390,067 12
3. By Railroads.....	60,608,779 35
Total value of Exports in 1858	\$83,259,921 20
Aggregate value of Imports and Exports of Chicago during the year 1858.....	\$174,896,011 70

The total number and tonnage of steam and sail vessels that arrived at the port of Chicago in 1858, was as follows:

Number of arrivals of Steam Vessels	901
" " " " Sail Vessels	5,981
Total tonnage of Steam and Sail Vessels arrived.....	1,644,060

The total number and tonnage of steam and sail vessels which cleared from the port of Chicago in 1858, was as follows, viz:

Number of clearances of Steam Vessels.....	908
" " " " Sail Vessels.....	5,860
Total tonnage of Steam and Sail Vessels which cleared	1,640,643

The number of arrivals of canal boats at the port of Chicago in 1858, was 2,231; the number of clearances during same period was 2,224.

THE CITY OF CHICAGO.

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The above information is, at your request, abstracted from a report I am now preparing for the Topographical Engineer Department of the U. S. Government, of the commerce of all the lake harbors under my direction, from Lake Champlain to Lake Michigan, inclusive, for the year 1858.

Very respectfully,

Your obedient servant,

J. D. GRAHAM, Lieutenant Colonel, &c.

Capacity for Handling and Storing Grain.

ELEVATING WAREHOUSES.	Capacity for storage. bu.	Capacity to receive and ship per day. bu.	Capacity to ship per day. bu.
Illinois Central Railroad, (Sturgis, Buckingham & Co.'s A house).....	700,000	65,000	225,000
" " " " " B house).....	700,000	65,000	225,000
Rock Island Railroad, (Flint, Wheeler & Co.).....	700,000	55,000	200,000
Chicago and Galena Union Railroad, (S. Howe).....	500,000	50,000	125,000
Gibbs, Griffin & Co.....	500,000	60,000	150,000
Munger & Armour.....	300,000	50,000	100,000
Munn, & Scott,	200,000	30,000	75,000
Flint, Wheeler & Co.	160,000	5,000	50,000
Mitchell & Dupuy,.....	100,000	25,000	50,000
S. A. Ford & Co	100,000	40,000	45,000
Jas. Peck & Co.....	60,000	20,000	40,000
Walker, Bronson & Cole	75,000	30,000	60,000
Total.....	4,095,000	495,000	1,340,000

The capital invested in these warehouses alone amounts to over \$3,000,000.

We shall now proceed to give the imports and exports of our principal articles of commerce. That a correct statement is exhibited there can be no manner of doubt. We are under obligations to the different warehousemen, the Freight Agents and Clerks of the different railroads, the clerks at the Custom House, and to Mr. Butler, at the Canal Office, for their kindness in furnishing reports and giving access to their books, which has aided us materially in placing correct accounts before the Board. The coming year accurate accounts will be kept of daily receipts by lake, canal and railroads, and it is to be hoped reports will be furnished promptly and correctly at the offices of the different sources of supply.

The following table will show weekly receipts of Flour and Grain during the year 1858, according to daily reports posted at the rooms of the Board:

Week Ending.	Flour, bbls.	Wheat, bus.	Corn, bus.	Oats, bus.	Rye, bns.	Barley, bus.	Week ending	Flour, bbls.	Wheat, bus.	Corn, bus.	Oats, bus.	Rye, bus.	Barley, bus.
January 9....	10,692	120,304	7,746	9,040	635	10,114	July, 10....	10,754	378,103	380,207	148,133	3,094	5,656
16....	10,511	103,262	7,310	5,068	1,017	8,068	17....	11,194	233,481	336,265	111,373	3,048	2,757
23....	9,694	123,897	4,221	7,249	525	3,843	24....	7,071	134,273	304,317	60,486	2,499	3,507
30....	7,202	98,600	5,418	3,076	243	4,519	31....	5,571	71,405	164,646	88,280	106	1,362
February 6....	5,126	58,993	2,640	7,532	472	1,869	August 7....	2,777	54,745	223,506	10,323	671	791
13....	9,609	87,846	6,670	13,656	624	8,837	14....	3,704	101,379	279,180	44,179	406	1,436
20....	8,107	103,685	11,587	13,854	88	2,728	21....	7,571	208,904	643,305	23,906	1,582	470
27....	10,093	153,132	12,811	16,354	100	6,361	28....	11,783	404,803	746,446	26,364	2,848	6,258
March 6....	9,213	117,112	10,801	10,655	755	5,457	Sept'ber 4....	15,063	358,394	519,224	27,337	5,822	6,198
13....	10,401	139,388	15,585	18,545	785	6,580	11....	18,612	366,870	329,427	24,620	5,414	11,432
20....	6,562	75,538	4,616	7,206	177	7,602	18....	12,355	236,252	292,812	15,393	7,971	9,852
27....	7,602	59,680	3,823	10,365	222	4,242	25....	15,515	298,193	279,515	16,374	3,177	17,168
April 3....	8,207	81,854	16,002	25,476	498	9,176	October 2....	14,981	406,466	236,560	18,300	3,188	13,886
10....	6,419	165,269	105,467	23,578	487	3,775	9....	24,808	317,510	263,165	16,046	1,664	12,298
17....	8,288	137,595	102,978	33,501	1,200	4,273	16....	21,119	176,637	121,761	18,947	2,268	18,000
24....	7,074	137,927	91,744	42,168	513	3,488	23....	14,635	144,086	127,138	12,099	1,405	11,261
May 1....	9,851	304,954	211,101	110,191	363	6,548	30....	12,051	105,486	54,802	12,378	2,214	4,828
8....	8,699	282,742	95,732	65,560	86	8,068	November 6....	5,416	86,079	31,169	9,111	702	2,539
15....	7,643	236,152	170,154	44,743	2,598	4,848	13....	9,614	118,659	47,548	7,062	1,600	3,445
22....	6,263	213,661	197,241	65,634	904	1,896	20....	3,655	89,640	40,520	8,642	990	7,185
29....	4,655	210,974	105,686	53,593	635	4,260	27....	4,406	49,562	27,753	3,360	252	14,022
June 5....	3,540	163,671	174,541	39,463	1,131	2,601	December 4....	3,615	21,580	12,189	4,606	487	24,217
12....	2,769	261,403	165,740	97,810	1,449	3,822	11....	2,890	14,233	12,568	6,770	485	1,700
19....	4,733	426,784	376,659	161,737	1,084	8,545	18....	4,463	33,221	27,889	5,067	507	3,607
26....	8,083	502,734	443,808	184,682	2,922	7,302	1859 25....	3,405	22,092	29,366	7,578	82	1,660
July 3....	8,143	462,318	555,641	145,897	1,040	4,048	January 1....	402	29,494	18,307	4,915	551	874

TRADE AND COMMERCE OF

The following Table will show weekly shipments of Flour and Grain by Lake during the season of 1858, according to daily reports posted at the rooms of the Board:

	Flour, bbls.	Wheat, bus.	Corn, bus.	Oats, bus.	Rye, bus.	Barley, bus.	Weekending	Flour, bbs.	Wheat, bus.	Corn, bus.	Oats, bus.	Rye, bus.	Barley, bus.
Season to April 3...	2,236	279,484	10,521	.....	.....	.....	July 31...	8,125	256,155	291,812	75	.....	934
Weekending April 10...	487	252,411	84,566	35,000	.....	.....	August 7...	1,977	104,700	226,132	.....	.....	.....
17...	4,430	337,123	88,070	132	.....	.....	14...	3,681	128,524	259,766	25	.....	4,000
24...	19,489	522,164	96,507	41,100	23,200	.....	21...	3,977	94,707	534,139	9,039	.....	.....
May 1...	10,799	825,259	237,585	85,079	400	.....	28...	7,711	151,815	414,977	7,968	.....	.....
8...	16,803	841,411	173,609	71,224	14,115	.....	Sept'ber 4...	7,569	88,266	544,121	210	.....	.....
15...	11,517	165,668	128,837	48,868	15,400	.....	11...	19,166	184,859	400,684	26,508	.....	.....
22...	9,706	274,755	195,417	88,904	.....	.....	18...	11,939	226,398	318,507	42,660	.....	.....
29...	6,487	368,891	93,283	43,580	.....	.....	25...	8,408	356,412	278,225	26,554	.....	.....
June 5...	5,843	270,299	104,205	85,879	350	.....	October 2...	15,273	424,987	176,022	24,431	5,000	.....
12...	5,879	270,630	155,836	59,020	7,826	.....	9...	21,553	859,329	389,225	18,313	2,569	10,000
19...	4,698	323,962	208,324	77,804	.....	.....	16...	7,148	451,318	157,147	83,923	.....	.....
26...	5,031	254,680	393,205	259,848	7,567	.....	23...	17,484	181,774	97,584	.....	.....	15,000
8...	4,790	370,854	827,489	114,690	.....	.....	30...	9,924	179,991	107,293	9,000	.....	11,143
10...	8,687	199,113	345,852	179,571	.....	.....	Nov'ber 6...	12,672	142,995	22,216	1,274	.....	.....
17...	6,703	197,278	381,777	75,185	12,187	.....	18...	7,514	205,044	19,064	200	.....	1,000
24...	11,589	828,026	371,138	29,249	1,906	.....	20...	8,248	130,077	1,700	500	.....	500
						.....	27...	4,118	21,980	9,464	800	.....	224
						.....	Dec'ber 4...	973	5,600	6,815	.....	.....	.....

The following table gives the total receipts of Flour and Grain in 1858, with the sources of supply:

	Flour, bbls.	Wheat, bus.	Corn, bus.	Oats, bus.	Rye, bus.	Barley, bus.
By Lake.....	2,854	4,458	.....	90,681	120	39,914
" Illinois and Michigan Canal.....	57,708	919,754	4,728,693	368,312	9,372	7,165
" Galena and Chicago Union Railroad	105,502	3,880,151	750,289	685,900	35,367	189,706
" Chicago and Rock Island Railroad.....	87,205	523,458	378,658	79,302	.....	81,442
" Illinois Central Railroad.....	29,333	1,100,482	758,901	141,334	3,846	18,758
" Chicago, Burlington and Quincy Railroad.....	104,307	1,673,075	885,850	126,559	3,909	34,000
" Chicago, St. Paul and Fond du Lac Railroad.....	56,549	342,903	71,388	398,300	7,728	64,682
" Chicago, Alton and St. Louis Railroad	47,193	787,575	624,922	44,661	10,670	19,446
" Chicago and Milwaukee Railroad	8,138	4,869	3,853	8,377	.....	5,454
" Michigan Southern Railroad.....	12,602	258,167	42,346	6,168	.....	2,045
" Michigan Central Railroad.....	11,246	44,722	9,801	14,058	.....	1,200
Total.....	522,137	9,539,614	8,248,641	1,918,597	71,012	413,812
Estimated receipts by teams.....		100,000	4,000	400,000	.....	.....
Total by teams, lake and railroads.....	522,137	9,689,614	8,252,641	2,313,597	71,012	413,812

The following table shows the amount of Flour and Grain forwarded by Lake, Canal and Railroads, in 1858:

	Flour, bbls.	Wheat, bus.	Corn, bus.	Oats, bus.	Rye, bus.	Barley, bus.
By Lake to Buffalo.....	155,484	4,518,143	4,542,931	1,046,866	7,569	95,470
" " " Oswego.....	587	2,853,862	2,243,404	199,441	.....	22,196
" " " Ogdensburg	76,693	143,710	462,060	20,000	.....	.....
" " " other U. S. ports.....	43,638	69,766	114,917	4,816	.....	1,491
" " " Montreal, Canada.....	1,805	439,374	2,000	44,103	.....	.....
" " " Kingston, Canada.....		487,536	139,292	.....	.....	.....
" " " Collingwood, Canada.....	99,470	26,504	40,471	.....	.....	.....
" " " St. Catherines Canada.....		172,897	.....	.....	.....	.....
" " " Therold, Canada		14,318	.....	.....	.....	.....
" " " Hamilton, Dover, and other Canadian ports.....			45,289	.....	.....	.....
" Illinois and Michigan Canal.....		626	.....	178,337	.....	6,595
" Michigan Southern Railroad	28,197	1,829	100	.....	.....	.....
" Michigan Central Railroad.....	51,313	59,700	31,038	565	.....	4,047
" Illinois Central Railroad.....	1,703	29,219	53,391	1,843	.....	65
" Chicago, Burlington and Quincy Railroad.....	579	11,188	308	1,288	.....	.....
" Pittsburgh, Fort Wayne and Chicago Railroad	2,029	1,187	.....	.....	.....	.....
" Chicago, Alton and St. Louis Railroad	6,339	.....	.....	26,810	.....	.....
" Chicago and Milwaukee Railroad.....	3,018	19,781	14,969	.....	.....	.....
" Chicago and Rock Island Railroad.....		10,519	6,094	2,156
Total.....	470,352	8,850,257	7,726,264	1,519,069	7,569	132,020

THE CITY OF CHICAGO.

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TABLE

Showing amount of Flour and Grain in Store weekly during the year 1858.

	Flour. Bbls.	Wheat, Spring bus.	Wheat, Red W'r bus.	Wheat, white W bus.	Corn, bus.	Oats, bus.	Rye, bus.	Barley, bus.	Total.	
		Bbls.	Flour.	Bus.	Grain.				Bbls.	Flour.
January.....	2	14,505	299,886	6,931	345	6,058	14,132	.....	30,959	14,505
	9	18,892	428,739	7,514	345	5,064	20,227	1,640	29,242	18,892
	16	21,271	542,587	7,402	345	4,854	27,603	1,850	35,500	21,271
	23	26,030	666,591	7,636	345	4,746	32,323	2,027	38,403	26,030
	30	35,133	758,353	8,322	345	4,746	34,131	2,438	38,055	35,133
February	6	33,933	814,900	8,222	346	4,746	36,839	2,388	38,713	33,933
	13	34,429	931,071	8,222	346	4,246	40,395	3,128	39,657	34,229
	20	38,537	1,062,739	8,252	346	4,557	59,880	2,438	41,186	38,537
	27	44,102	1,219,885	8,394	346	5,922	75,000	3,238	47,113	44,102
March.....	6	46,672	1,337,637	7,629	346	8,792	87,082	2,738	50,383	46,672
	13	50,079	1,455,206	7,950	346	15,010	97,516	3,188	53,868	50,079
	20	64,821	1,536,146	9,971	1,846	20,143	103,062	3,488	53,335	64,821
	27	84,003	1,524,367	10,812	1,846	22,022	99,963	2,988	55,888	84,003
April.....	3	88,692	1,502,522	10,294	346	15,672	123,318	3,688	55,965	88,692
	10	80,117	1,390,342	8,176	.....	25,105	113,793	3,900	57,008	80,117
	17	70,090	1,145,281	9,539	.....	42,107	120,175	2,900	63,138	70,090
	24	46,424	860,315	8,098	.....	31,120	92,927	3,211	37,641	46,424
May.....	1	26,147	768,942	9,599	.....	64,646	176,407	1,531	39,694	26,147
	8	17,327	728,136	6,162	.....	107,721	106,928	2,831	28,788	17,327
	15	11,467	708,092	6,299	.....	71,475	101,115	331	24,055	11,467
	22	7,390	651,665	6,652	.....	72,304	82,537	3,064	19,815	7,390
	29	5,608	562,376	6,553	.....	81,814	79,518	2,094	20,494	5,608
June	5	8,313	423,102	5,593	300	83,965	35,569	3,464	25,230	8,313
	12	4,285	346,444	5,520	300	102,352	32,649	2,600	15,098	4,285
	19	4,956	379,056	7,662	300	200,915	86,402	2,564	14,030	4,956
	26	3,977	579,459	3,237	300	355,312	110,631	2,364	12,178	3,977
July.....	3	4,445	727,181	6,289	900	483,078	112,185	1,916	14,784	4,445
	10	5,750	882,421	6,815	600	527,348	84,303	1,200	11,297	5,750
	17	8,541	926,531	8,477	650	560,949	99,596	2,153	8,086	8,541
	24	3,010	692,298	11,752	900	324,056	146,065	448	6,104	3,010
	31	3,418	494,218	12,836	1,500	205,266	192,619	999	13,500	3,418
August.....	7	1,755	416,436	19,409	4,800	211,510	212,151	1,549	8,863	1,755
	14	1,500	298,458	31,489	8,491	149,682	228,290	700	3,103	1,500
	21	2,328	346,707	129,318	19,841	230,443	267,379	1,040	6,461	2,328
	28	5,798	415,206	241,238	32,392	503,605	269,090	2,200	9,379	5,798
September.....	4	5,240	556,703	318,170	46,423	437,919	281,659	3,056	15,271	5,240
	11	4,158	644,663	373,747	60,403	391,183	266,185	5,493	24,766	4,158
	18	5,051	610,916	361,892	51,568	299,873	220,926	6,196	31,925	5,050
	25	4,640	621,728	286,750	61,098	279,673	190,124	5,933	48,071	4,641
October.....	2	5,061	589,761	263,807	61,401	229,166	158,360	5,223	58,512	5,065
	9	4,610	560,748	318,896	58,569	162,290	158,793	5,224	67,671	4,610
	16	4,180	432,902	192,912	51,449	160,704	126,505	5,168	85,816	4,180
	23	4,479	443,061	177,051	38,747	90,828	123,055	4,127	85,194	4,479
	30	4,450	371,685	144,126	23,488	41,923	101,401	3,688	67,959	4,450
November	6	3,816	339,084	118,957	24,489	32,463	112,857	3,915	65,275	3,816
	13	4,168	251,197	91,744	23,086	45,693	111,900	2,166	65,222	4,168
	20	3,805	161,610	95,203	9,805	39,872	87,118	1,831	69,275	3,805
	27	3,485	168,389	98,235	13,070	30,105	104,972	1,681	69,375	3,485
December	4	2,552	150,106	101,775	10,418	20,667	107,294	977	71,385	2,552
	11	3,727	150,978	99,539	11,510	10,234	99,916	980	71,205	3,727
	18	4,297	155,676	89,571	10,665	8,955	96,316	980	70,647	4,299
	25	5,196	163,886	90,114	8,815	8,459	97,683	980	70,897	5,196

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OUR GRAIN TRADE.

INSPECTION.

The grain trade, which undoubtedly holds supremacy over all others in Chicago, notwithstanding the absence of a foreign demand, has been active, and prices it is thought have been remunerative to the producer a good portion of the shipping season. Most of the crop of 1857 has come forward, with a fair portion of the wheat and other small grains harvested in 1858. Very little new corn has been received. The wheat harvested the last year was rather inferior. The manner in which our farmers cleaned, and dealers mixed it, induced the Board early in the season to adopt more stringent measures for the inspection of grain than had previously been practiced. The importance of a thorough system, and the advantages arising from it, to farmers, to dealers, and to our city, are too well known to need comment. The following is the "new system of wheat inspection," adopted June 15. Although it has accomplished much, it is evident that the board and their committee, by experience, will be able to make it of still greater benefit to the public.

NEW SYSTEM OF WHEAT INSPECTION--MEETING OF THE BOARD OF TRADE.

BOARD OF TRADE Rooms, CHICAGO, }
May 25, 1858. }

Pursuant to announcement, a meeting of the Board of Trade was held at their rooms last evening, Julian S. Rumsey, Esq., President, in the chair, W. W. Mitchell, Esq., Secretary.

Inspection of Wheat.

Julian S. Rumsey, Esq., on behalf of the Board of Directors, and of the Committee appointed by them to prepare a new system of wheat inspection, read a number of documents, which are given below, as well as the rules of inspection recommended by the Committee, and approved of by the Board of Directors.

The following is the principal portion of a report prepared by the Board of Directors, and submitted by them to a previous meeting of the Board of Trade :

The system of grain inspection they consider defective, in as much as there is no uniformity, and no responsibility attached to the inspectors. Every inspector is his own judge of the qualities and grades; and it is doubtful if any two on these points agree. If the system of inspection is continued, we recommend the appointment of one chief inspector, with power to appoint deputies, subject to ratification by the Directors.

That the Chief Inspector should be responsible and fully qualified to classify the grain according to the several grades, and supervise and equalize the same throughout the city.

This report was at that time referred back to the Directors with power to act.

Duties of Inspectors, Fees, etc.

At a subsequent meeting of the Board of Directors, the following report relative to Inspectors, etc., was adopted :

That a person who is himself competent and a good judge of the qualities of the different kinds of grain, shall be appointed grain inspector of the city at large. He shall appoint, with

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the concurrence of the Directors or a committee appointed for that purpose, his assistants whenever required, who shall be good judges of grain, and in every way qualified to perform the duties assigned them. The Chief Inspector, or any of his assistants, shall be subject to removal at any time by the Directors, if found incompetent or remiss in the discharge of the duties prescribed to them.

Whenever parties interested desire it, grain shall be inspected when delivered by the warehouses; and should there be a disagreement between the interested parties as to the quality of the grain, the decision of the Inspector shall be final. In case the warehousemen do not deliver grain that complies with the grade called for by the warehouse receipts, they shall be liable, unless they can satisfactorily prove that they deliver the grain as inspected into warehouse. The Inspector's fees shall be paid by the party employing the Inspector, and shall be as follows, viz:

5,000 Bushels and under.....	35 cents.....	per 1,000 bushels.
Over 5,000 " " less than 10,000.....	30 " "	" " "
" 10,000 " "	25 " "	" " "

The tariff for inspecting railroad and canal grain shall be the same as last year.

The Chief Inspector shall be required to have an office convenient to the Board of Trade rooms, where parties wishing to have canal grain inspected may apply. Julian S. Rumsey, President, S. H. Butler, C. S. Dole, shall be the committee for the year, to confer with the Inspector in establishing and regulating the grades of grain,

On motion, George Sitts, Esq., was unanimously appointed Chief Inspector.

New Rules of Inspection for Wheat.

In accordance with the above proceedings, the Committee submitted the following report to the Board of Directors, recommending new rules for inspecting wheat.

To the Directors of the Board of Trade:

GENTLEMEN: We the undersigned, a committee appointed by your honorable body to adopt and carry out a more thorough system of grain inspection, have to report that we have had the matter under serious consideration. We have met the Inspectors, and examined and compared various samples as graded under the old system, and have come to the conclusion, after giving the matter much thought, that to improve the character of our grain it will be necessary hereafter to reject entirely much of the grain that has heretofore passed as standard in this market.

We are credibly informed, and believe that it is a common occurrence, for farmers to send damp and dirty grain to this market, calculating that under the present system of inspection it will bring about as much as it would if it were thoroughly cleaned and in good order, and consequently it will not pay them to clean it.

We have no doubt of the fact either, that some parties buying grain in the country, are in the habit of mixing at times, oats, rye, barley, screenings, or damp and unmerchantable wheat, with that of sound and good quality, and that when sent here it has brought about the market price for standard wheat. It is also frequently the case, that shippers from this port, bill rejected and standard wheat mixed, as all standard, or even sometimes as extra, thereby much injuring the standing of our grain abroad, and consequently at home also.

Under these circumstances, we propose after the 15th of June proximo, to make the inspection much more rigid than it has heretofore been, and that Spring Wheat may bring in this market, a price in proportion to its true value; we propose to grade it as follows, viz: "Club Wheat," "No. 1 Spring," "No. 2 Spring," and "Rejected." Without the assistance of the storage merchants of the city, we would be unable to carry out our design; with their assistance, which they readily accord to all our requests (provided the Board pass a resolution making it compulsory, so far as in their power, upon parties receiving grain to pay back to them the inspection fees upon receiving their receipts,) we think our whole efforts may be

successful. In our proposition to them we provide for the inspection of grain not only into store, but on to the vessel also; and further, that they shall furnish to the Board, daily, a statement of the quantity and grade of all grain delivered to each vessel, a correct account of which shall be kept by the Superintendent of the Board, in a book for that purpose, and be daily posted on 'Change.

J. S. RUMSEY, PRESIDENT,
S. H. BUTLER,
CHARLES S. DOLE, Committee

Agreement of the Warehousemen to the New Rules of Inspection.

The above committee also drew up the following agreement, which was signed by all the warehousemen in the city:

The undersigned, proprietors of grain warehouses, at the request of a committee of the Board of Trade of the city of Chicago, hereby agree to do all in our power to assist in carrying out the new proposed system of grain inspection; having that in view, we particularly agree as follows:

We will at any time allow the inspectors free access to our buildings, for the purpose of seeing that such grade of grain is being put into or taken out of bins which have been appropriated for such grades.

We will at all times deliver grain, which in the opinion of the inspectors, is equal to the grade called for by the receipts upon which said grain is being delivered (the usual risks of fire and heating excepted,) and unless we can satisfactorily show that grain being delivered, has been inspected into our respective houses for the same grades for which it is being delivered, we will consider ourselves responsible for any difference in value, and pay the same promptly. We will, upon being called upon by a messenger of the Board of Trade, furnish daily memorandums, over our signatures, of the quantity and grade of all kinds of grain delivered to each vessel.

We will pay the Inspector's fees on grain going into our respective houses, and collect the same of parties on whose account the grain is put in store at the time the receipts are issued, or the grain entered upon the book of the party so receiving it.

HOWE, ECKLEY & Co.,	S. B. POMEROY & Co.,
STURGES, BUCKINGHAM & Co.,	FLINT, WHEELER & Co.,
MUNGER & ARMOUR,	S. A. FORD & Co.,
GIBBS, GRIFFIN & Co.,	WALKER, BRONSON & Co.,
MUNN & SCOTT,	JAMES PECK & Co.

Resolutions of the Board of Trade to Adopt the New Inspection.

After the above report was read and discussed by the members of the Board, the following preamble and resolutions were unanimously passed:

It being proposed by the Directors of this Board to establish a more thorough system of grain inspection in this city (the plan of which has been submitted,) and the urgent necessity of such action becoming daily more apparent, and knowing that it is quite impracticable to carry out correctly any system of inspection without there shall be some definite plan adopted for the payment of inspection fees, and knowing also that all proprietors of grain storehouses in this city have agreed to pay the inspection fees on grain going into their respective houses, (to be collected back of parties for whose account the grain is stored,) and considering the inspection fee a reasonable and proper charge, therefore,

Resolved, That we heartily indorse the action of our Directors and their Committee, and think it incumbent upon this Board, and upon all of its members, to do all possible to sustain them and proprietors of storehouses in this undertaking.

Resolved, That in the opinion of this Board, the establishment of the grades of Spring Wheat, as now proposed, viz: "Club Wheat," "No. 1 Spring," "No. 2 Spring," and "Re-

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jected," will have the effect to cause buyers of wheat in our market to pay prices for wheat in accordance with its true value, and that consequently producers and buyers of grain in the country, will take more care in cleaning and sending grain to this market, and we therefore heartily approve of the change.

Resolved, That after the 15th day of June, proximo, this Board consider it incumbent upon all parties for whose account grain is being stored, to pay the inspection fees before they receive the warehouse receipt for the same.

On motion, a committee consisting of Messrs. J. C. Wright, N. K. Fairbanks, and J. Brodie, was appointed to investigate the practicability and advantage of introducing cleaners of grain into the various warehouses, and to report thereon at the next meeting of the Board of Trade.

On motion, it was resolved that the Superintendent of the Board of Trade be directed to cause five thousand copies of the above report, embracing the new rules of inspection, etc., to be printed in circular form, for the use of the members of the Board.

The meeting then adjourned.

W. W. MITCHELL, Secretary.

The following is a statement of grain inspected under the new rules, from June 15 to December 31, 1858, as shown by the inspector's books, with the inspection of grain shipped during the same period, as reported to the Board by the warehousemen:

INSPECTION OF WHEAT.

Bus. received from June 15 to Dec. 31	5,692,353		Bus. shipped during same period.....	5,206,880
Inspected No. 1 White Winter.....	112,800		Reported No. 1 White Winter.....	151,568
do No. 1 Red do	634,800		do No. 1 Red do	572,853
do No. 2 do do	360,600		do No. 2 do do	329,222
do Rejected do	59,300		do Chicago Club.....	8,979
do Chicago Club.....	2,100		do No. 1 Spring.....	354,265
do No. 1 Spring.....	189,200		do No. 2 do	2,959,309
do No. 2 do	2,120,500		do Rejected Wheat.....	345,744
do Rejected Spring.....	648,500		Shipped, not reported.....	484,850
Received by canal boats and teams				<u>5,206,880</u>
not inspected.....	<u>1,564,553</u>	<u>5,692,353</u>		

INSPECTION OF CORN.

Bus. received from June 15 to Dec. 31..	6,898,317		Bus. shipped during same period.....	6,377,964
Inspected No. 1.....	1,148,400		Inspected No. 1.....	2,978,757
do No. 2.....	801,900		do No. 2.....	1,082,808
do Rejected.....	551,100		do Rejected.....	394,947
Received by canal boats and other			Inspection not reported.....	<u>1,921,452</u>
sources, not inspected.....	<u>4,396,917</u>	<u>6,898,317</u>		<u>6,377,964</u>

INSPECTION OF OATS.

Bus. received from June 15 to Dec. 31..	1,205,512		Bus. shipped during same period.....	937,777
Inspected No. 1.....	404,400		Inspected No. 1.....	753,993
do No. 2.....	13,200		do No. 2.....	109,189
do Rejected.....	116,400		Inspection not reported.....	74,595
Received by canal boats and teams not				<u>937,777</u>
inspected.....	<u>671,512</u>	<u>1,205,512</u>		

INSPECTION OF RYE.

Bus. received from June 15 to Dec. 31..	58,009		Bus. shipped during same period.....	7,569
Inspected No. 1.....	17,500		Inspected No. 1.....	5,000
do No. 2.....	7,800		do No. 2.....	1,269
do Rejected.....	1,200		Inspection not reported.....	1,310
Not inspected.....	<u>31,509</u>	<u>58,009</u>		<u>7,569</u>

INSPECTION OF BARLEY.

Bns. received from June 15 to Dec. 31..	178,600		Bus. shipped during same period.....	64,461
Inspected No. 1.....	21,200		Inspected No. 1.....	21,420
do No. 2.....	69,600		do No. 2.....	37,573
do Rejected.....	14,400		do Rejected.....	3,349
Not inspected.....	<u>73,400</u>	<u>178,600</u>	Inspection not reported.....	<u>2,119</u>
				<u>64,461</u>

In connection with inspection it would be proper to mention that since the adoption of the foregoing rules and regulations, the name of No. 2 Spring wheat has been changed so that the names of Spring wheat are to be known as Rejected, Standard, No. 1 and Club; and the test of weight is to be added to the present requirements, so that none shall pass as Club that weighs less than sixty pounds to the measured bushel; none shall pass as No. 1 that weighs less than fifty-six pounds to the measured bushel; none shall pass as Standard that weighs less than fifty pounds to the measured bushel; none shall pass as Rejected that weighs less than forty pounds to the measured bushel—the new names and requirements to take effect on and after January 1, 1859.

The following contract with the warehouse men, together with the report of a special committee, was adopted December 20, 1858:

We the undersigned, proprietors of grain warehouses, at the request of the standing committee of the Board of Trade of the city of Chicago, hereby agree to the following articles:

ARTICLE 1. We will do all in our power to assist in carrying out the system of grain inspection, and the standard of weights as adopted by the Board of Trade.

ARTICLE 2. We will at any time allow the inspectors, and the committee on inspection, or any committee appointed by the Board, free access to our buildings for the purpose of seeing that each grade of grain is being put into or taken from bins which have been appropriated for such grades.

ARTICLE 3. We will at all times deliver grain which in the opinion of the inspectors is equal to the grade called for by the receipts upon which the said grain is being delivered, (the usual risks of fire and heating excepted,) and unless we can satisfactorily show that grain being delivered has been inspected into our respective houses for the same grades for which it is being delivered, we will consider ourselves responsible for any differences in value, and pay the same promptly.

ARTICLE 4. We will not under any circumstances mix any grain received from boats, teams, or otherwise, that has *not* been inspected, with that which *has*, and we will put such grain as has been inspected *all* of each kind together, (not selecting the best and putting it by itself,) and we will not under any pretence whatever clean or blow any grain, though it has been inspected, and put it with any other grade without having it re-inspected.

ARTICLE 5. We will at any time furnish to the Superintendent, or a messenger of the Board of Trade, for the use of the Board, the correct quantity of each grade of grain received into, delivered from, or that we may have in store in our respective warehouses.

ARTICLE 6. We will collect and pay over to the inspectors their fees on grain going into our respective houses, and collect the same of parties on whose account the grain is put into store at the time the receipts are issued or the grain entered upon the books of the party so receiving it.

STURGES, BUCKINGHAM, & Co.,
DUPUY & MITCHELL,
FLINT & WHEELER,

MUNGER & ARMOUR,
SAMUEL HOWE,
MUNN & SCOTT.

We, the undersigned, have no railroads connecting with our warehouses, and receive grain from canal boats and teams only. We agree to the above "Articles" so far as regards grain belonging to other parties. The statistics required by the Board we will cheerfully give.

JAMES PECK & Co.,
S. B. POMEROY & Co.,
WALKER, BRONSON & COLE.

To the Board of Trade:

Your committee to whom was referred the propriety of extending our system of inspection over grain received by canal and lake, would respectfully report that they have had the matter under consideration, and are of the opinion that such a course is eminently desirable,

as it will conduce to a uniformity in the different grades of grain, and allay a feeling of dissatisfaction which has heretofore existed, growing out of the feeling with some, that advantages were gained by dispensing with it on canal boats. Although the Board cannot enforce the inspection of grain received by canal and lake with the same degree of certainty as they can by cars, your committee believe that through the moral force of this Board, and the hearty co-operation of its members much may be accomplished towards that end, and it will be possible to control so much of the grain received that way as to make the non-inspection the exception rather than the rule. With the view of having all the members of this Board cordially co-operate towards carrying out so desirable an object, your committee would recommend the adoption of the following resolution:

Resolved, That the present system of grain inspection be extended to cover grain received in this market by lake and canal. Respectfully submitted.

G. F. RUMSEY,
A. DOW,
W. MUNGER.

Since the foregoing was compiled, and before going to press, an alteration was made in the grade and weight test of wheat, as follows;

MEETING OF THE BOARD OF TRADE.

Pursuant to announcement, a meeting of the Board of Trade was held on Saturday noon. Julian S. Rumsey, Esq., President; W. W. Mitchell, Esq., Secretary.

The committee appointed the previous day to consider the propriety of making some alterations in the system of inspecting Spring wheat, reported as follows:

To the President and Members of the Chicago Board of Trade:

GENTLEMEN: Your committee, to whom was referred by the Board at its meeting yesterday, the subject of grain inspection, and the propriety of making any change in the system recently adopted, beg to report: That they have carefully considered the subject, and that while they deprecate frequent changes, as calculated to disturb business, and create confusion; and while, also, they consider the system of grading and inspecting grain as it now stands, is in most respects all that is required, they would suggest, that, in their opinion a slight modification would meet the views of all parties interested, and at the same time render any further change, for a long time to come, unnecessary. Your committee have, therefore, unanimously agreed to submit for the consideration of this Board, the following preamble and resolutions:

WHEREAS, A large proportion of the Spring wheat that has arrived at this market since the 1st inst., has been found to weigh from forty-five (45) to fifty (50) pounds per measured bushel, and has consequently been inspected as rejected; and, whereas, a manifest injustice would be done to parties owning such wheat, if it is still permitted to pass as such, and be mixed in the warehouses with wheat falling considerably below that quality, both in point of weight and value; therefore,

Resolved, That from and after the passage of this resolution, all Spring wheat arriving at this market, and weighing per measured bushel forty-five (45) pounds and under fifty (50) pounds, shall be inspected and graded as "No. 2 Spring Wheat."

Resolved, That the Inspection Committee be instructed to see this resolution carried into immediate effect.

Signed by Commmittee:

R. FAY, *Chairman*,
J. L. HURD,
E. B. STEVENS,
W. MUNGER,
JOSEPH H. TUCKER.

On motion it was resolved to amend the report by abolishing the grade of Spring wheat known as "Club."

After considerable discussion, the report as amended was adopted, and the meeting adjourned.

This leaves the matter of inspection of Spring Wheat as it will be likely to remain, at least until a new crop, viz: In addition to the previous requirements as regards condition, &c., Rejected must weigh from 40 to 45 lbs.; No. 2, from 45 to 50 lbs.; Standard, from 50 to 56 lbs., and No. 1, from 56 lbs. upwards.

FLOUR.

The year opened with a comparatively large stock of flour on hand for this market. Prices ruled low, and the entire season has been characterized by general depression, and a desire to press sales on the part of manufacturers. This fact, with the poor condition of the wheat crop the past season, has had a tendency to largely decrease the manufacture, but we refer with pride to a statement of the following facts, and think them well worthy of consideration:

The exports from Chicago, in 1855, were inside of 170,000 barrels. In 1857, the amount reached 260,000 barrels, and during the past year, the amount has reached nearly 500,000 barrels. Of the increased receipts and shipments, over 140,000 barrels have been manufactured at nine mills located within the city. Of the balance, quite a large portion has been drawn from points not heretofore tributary to Chicago, and from a long distance—say Wisconsin, Iowa and Missouri. Many mills have been, and are, being built which have only in a limited way helped to swell the increase of the last year, from the difficulty in procuring milling wheat, but which another year, with an average crop, will add largely to the aggregate export. An extended review of the prices, either monthly or weekly, for the past year is deemed unnecessary, and aside from the tables of receipts, shipments, etc., below, we would only call attention to the fact that this is undoubtedly the best market for purchases of flour, and is likely to continue so. It is only necessary to state that all the grades of flour, from the best Southern White Winter Wheat to the cheapest Spring Wheat (including in its growth a range of over five hundred miles, North and South), together with the various grades of Michigan and Indiana flour, seeks a market at this point.

The following table shows the Flour Account for 1858:

On hand January 1, 1858.....		14,505
Received by Lake.....	2,354	
" " Illinois and Michigan Canal.....	57,708	
" " Galena and Chicago Union Railroad.....	105,502	
" " Chicago and Rock Island Railroad.....	87,206	
" " Illinois Central Railroad.....	29,333	
" " Chicago, Burlington and Quincy Railroad.....	104,307	
" " Chicago, St. Paul and Fond du Lac Railroad.....	56,549	
" " Chicago, Alton and St. Louis Railroad.....	47,193	
" " Chicago and Milwaukee Railroad.....	8,138	
" " Michigan Southern Railroad.....	12,602	
" " Michigan Central Railroad.....	11,246	522,137
Manufactured in the city.....		
By Adams' Mills.....	45,000	
" Gage & Haines.....	20,100	
" Hydraulic Mills.....	28,303	
" Novelty Mills (seven months).....	2,500	
" Lake Street Mills.....	13,000	
" Shawmut Mills (six months).....	7,500	
" Grist, Robbins & Co. (five months).....	5,000	
" Empire Mills.....	7,000	
" Star Mills.....	12,000	140,403
Total Barrels.....		662,540
		677,045

Disposed of as follows:

Shipped to Buffalo.....	155,484
" Oswego.....	587
" Ogdensburg.....	76,693
" Lake Superior.....	1,861
" Other United States Ports.....	41,777
	276,402
" " Montreal, Canada.....	1,305
" " Collingwood, Canada.....	99,470
	100,775
<i>Amount carried forward,</i>	877,177

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<i>Amount brought forward,</i>		377,167
Forwarded by Michigan Southern Railroad.....	28,197	
" Michigan Central Railroad.....	51,362	
" Illinois Central Railroad.....	1,703	
" Chicago, Burlington and Quincy Railroad.....	579	
" Pittsburg, Ft. Wayne and Chicago Railroad.....	2,029	
" Chicago, Alton and St. Louis Railroad.....	6,387	
" Chicago and Milwaukee Railroad.....	3,018	
		<u>93,225</u>
City Consumption and unaccounted for.....		199,920
In store January 1, 1859.....		6,213
		<u>677,045</u>
Total Barrels.....		

The following table shows receipts of flour for five years, with amount manufactured in the city, and shipments during same period:

	Receipts. bbls.	Shipments. bbls.
1854.....	234,575	111,627
1855.....	320,312	163,419
1856.....	410,989	216,389
1857.....	489,934	259,648
1858.....	662,540	470,402

The weekly table of prices, given below, of the different kinds of flour sold in this market, will give the fluctuations during the season:

	WEEK ENDING	Extra	Spring.	Superfine	No. 1.	Red Winter.	White Winter.
January	2.....	\$3 25	\$3 50				
	9.....	3 15	3 30				
	16.....	3 12	3 30	\$2 00	\$2 25		
	23.....	3 00	3 30	2 00	2 25		
	30.....	3 00	3 30	2 00	2 25		
February	6.....	3 00	3 30	2 00	2 50		
	13.....	3 00	3 30	2 00	2 50		
	20.....	3 00	3 25	2 00	2 50		
	27.....	3 25	3 50	2 25	2 50		
March	6.....	3 25	3 50	2 25	2 50		
	13.....	3 50	3 75	2 75	3 00		
	20.....	3 50	3 75	2 75	3 00		
	27.....	3 40	3 62	2 75	3 00		
April	3.....	3 25	3 75	2 75	3 00		
	10.....	3 12½	3 50	2 75	3 00		
	17.....	3 00	3 50	2 85	3 00		
	24.....	3 00	3 50	2 80	3 10		
May	1.....	3 12	3 50	2 80	3 00		
	8.....	3 10	3 50	2 80	2 95		
	15.....	3 00	3 50	2 80	2 95		
	22.....	3 00	3 40	2 80	2 95		
	29.....	3 00	3 40	3 00	3 12½		
June	5.....	3 00	3 50				
	12.....	3 15	3 62				
	19.....	3 40	3 90				
	26.....	3 20	3 75				
July	3.....	3 50	3 75				
	10.....	3 20	3 75				
	17.....	3 20	3 66				
	24.....	3 20	3 75				
	31.....	3 25	3 75				
August	6.....	3 30	4 00				
	14.....	3 75	5 00			\$5 50	\$6 00
	21.....	4 25	5 25				
	28.....	4 00	5 00			5 75	6 00
September	4.....	4 00	4 60			5 75	6 00
	11.....	4 00	4 50				
	18.....	4 00	4 75			5 00	5 50
	25.....	4 00	4 75			5 00	5 50
October	2.....	4 00	4 75			5 00	5 50
	9.....	3 80	4 50			5 00	5 50
	16.....	3 50	4 25			4 50	5 00
	23.....	3 50	4 00			4 50	5 00
	30.....	3 50	4 00		\$4 90	5 00	5 25
November	6.....	3 50	4 00			4 90	5 00
	13.....	3 25	4 00			4 75	5 00
	20.....	3 25	4 00			4 50	4 90
	27.....	3 25	4 00			4 50	4 90
December	4.....	3 25	4 00			4 25	4 50
	11.....	3 25	4 25			4 25	4 75
	18.....	3 62	4 50			5 00	5 25
	24.....	3 60	4 00			5 00	5 50
		3 75	4 75			5 25	5 75
						5 25	5 88
							6 25

WHEAT.

It will be seen from the quotations that prices from the commencement of the year until after harvest ruled extremely low. This was owing to the abundant crop of 1857, the want of any foreign demand, and the general scarcity of money throughout the country. At the commencement of harvest, it was evident not much more than half a crop had been raised, and a speculative feeling was engendered among operators. Prices commenced advancing in August, and tended upwards steadily until the end of that month. Receipts the first week in August had fallen off to 54,000 bushels, the second week they were 101,000, the third week 208,000, and the fourth week had increased to 404,000 bushels. The amount of wheat in store had increased from 437,000 to 687,000 bushels during that time. There being no margin for shipment, a panic took place, and prices receded as rapidly as they had advanced until about the first of October. From that time there was a gradual falling off in prices until the close of the shipping season. On the 20th of November the amount in store was reduced to 220,000 bushels; receipts had fallen off to 129,000 bushels the week ending that date; considerable was being forwarded to adjoining States, and different points in Illinois. Prices again rallied, and have been maintained with slight variations the remainder of the year. Purchases, however, since navigation closed, have been almost entirely for milling purposes, and to supply portions of the surrounding country.

The following table will show the wheat account for 1858:

In store, January 2, 1858.....		307,862
RECEIVED.		
By Lake.....	4,458	
" Illinois and Michigan Canal	919,754	
" Galena and Chicago Union Railroad	3,880,151	
" Chicago and Rock Island Railroad.....	523,458	
" Illinois Central Railroad.....	1,100,482	
" Chicago, Burlington and Quincy Railroad.....	1,673,075	
" Chicago, St. Paul and Fond du Lac Railroad	342,903	
" Chicago, Alton and St. Louis Railroad.....	787,575	
" Chicago and Milwaukee Railroad.....	4,869	
" Michigan Southern Railroad.....	258,167	
" Michigan Central Railroad.....	44,722	9,539,614
" Teams, (estimated).....		100,000
Total bushels.....		9,947,476

Disposed of as follows:

Shipped to Buffalo.....	4,508,141		
" " Oswego.....	2,853,862		
" " Ogdensburg.....	143,710		
" " other U. S. ports.....	69,766		
" by Illinois and Michigan Canal.....	626	7,576,105	
" to Montreal, Canada.....	439,374		
" " Kingston, Canada.....	487,536		
" " Collingwood, Canada.....	26,504		
" " St. Catherines, Canada.....	172,897		
" " Thorold.....	14,318	1,140,629	
Forwarded by Michigan Southern Railroad.....	1,829		
" Michigan Central Railroad	59,700		
" Illinois Central Railroad	29,219		
" Chicago, Burlington & Quincy Rail'r'd...	11,288		
" Pittsburgh, Ft. Wayne & Chicago Rail'r'd	1,187		
" Chicago and Milwaukee Railroad	19,781		
" Chicago and Rock Island Railroad.....	10,519	133,523	8,850,257
Floured by City Mills.....			700,015
Used by distillers and unaccounted for.....			122,584
In store January 1, 1859.....			274,620
			9,947,476

The following table shows the receipts and shipments of Wheat for five years:

	Receipts, bus.	Shipments, bus.
1854.....	3,038,955	2,306,925
1855.....	7,535,097	6,298,155
1856.....	8,767,760	8,364,420
1857.....	10,554,761	9,846,052
1858.....	9,639,614	8,850,257

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[The quotations given for Wheat and all other grain in this and the articles which follow, unless otherwise stated, are the prices paid "in store"—subject to two cents storage.]

The following table will show the prices of the different kinds of Wheat, weekly, for the year:

	1858.	Spring.	Red Winter.	No. 1 White.	No. 1 Red.	No. 2 Red.	No. 1 Spring.	No. 2 Spring.	Rejected.
January	2.....	56	57	55	75	.....	.....	.....	.....
	9.....	53½	55	55	75	.....	.....	.....	.....
	16.....	56	57	58	75	.....	.....	.....	.....
	23.....	54	55	58	75	.....	.....	.....	.....
February	30.....	55	56	58	75	.....	.....	.....	.....
	6.....	55	55	58	75	.....	.....	.....	.....
	13.....	53	55	58	75	.....	.....	.....	.....
	20.....	54	57	58	75	.....	.....	.....	.....
March	27.....	57½	59	58	75	.....	.....	.....	.....
	6.....	60	62	62	80	.....	.....	.....	.....
	13.....	62	63	62	80	.....	.....	.....	.....
	20.....	60½	62	62	80	.....	.....	.....	.....
April	27.....	62	64	63	80	.....	.....	.....	.....
	3.....	61½	63	63	80	.....	.....	.....	.....
	10.....	60	63	63	80	.....	.....	.....	.....
	17.....	60	62	63	80	.....	.....	.....	.....
May	24.....	62	64	65	80	.....	.....	.....	.....
	1.....	63	65	65	80	.....	.....	.....	.....
	8.....	60	62	62	75	.....	.....	.....	.....
	15.....	61½	63	63	75	.....	.....	.....	.....
June	22.....	61	63	63	75	.....	.....	.....	.....
	29.....	61½	63	63	75	.....	.....	.....	.....
	5.....	66	66½	68	75	.....	.....	.....	.....
	12.....	67	69	70	75	.....	.....	.....	.....
July	19.....			75	77	.....	.....	65	66
	26.....					67	68	65	65½
	3.....						68	66	62
	10.....						66	58	53
August	17.....						67	61	50
	24.....						70	67	.....
	31.....						73	70½	60
	6.....						78	76	65
September	13.....			112	113	108	110	86	85
	20.....			133	122	112	100	97	.....
	27.....			115	116	106	107	96	82
	4.....			111	112	100	95	82	82½
October	11.....			113	114	105	96	70	71
	18.....			115	107	96	85	74	75
	25.....			113	115	107	98	74	58
	2.....			103	93	90	80	70	57
November	9.....			90	88	90	80	60	48
	16.....			88	90	78	80	59	60
	23.....			98	100	87	88	76	48
	30.....			102	103	94	95	83	52
December	6.....			108	110	98	100	89	55
	13.....			108	110	98	100	87	55
	20.....			90	86	86	87	64½	55
	27.....			90	80	70	67	61	51
December	4.....			85	90	78	80	56	45
	11.....			98	100	78	80	60	47
	18.....			120	106	108	108	62	50
	25.....			110	85	86	80	64	52
				83	85	83	85	68	55
				83	85	83	85	70	52

C O R N .

Next in importance to the Wheat trade among our agricultural products, is that of Corn. Contrary to general expectation, the crop of 1857 was large, but as it did not mature, was inferior in quality. As there was little shipping demand, prices ruled low until about the 1st of August. The certainty of a short crop of Wheat, and the supposed small amount of Corn in the country, created a speculative feeling in this grain also. Prices rose rapidly from the last week in July until the latter part of August, when operators, with a month's receipts of over one million bushels, and an accumulation in store of over half a million bushels, became aware that prices only were wanted for our Illinois farmers to furnish almost any amount of corn that might be called for. From that time until the close of the season prices gradually fell off. The shipping demand, however, continued good until the close of navigation, leaving but a few thousand bushels in store. Since the close of navigation the local and foreign demand has been fully up to the supply, so much has been demanded by Canada, Michigan and Indiana, that prices have been controlled by the receipts entirely. Corn has ruled for

TRADE AND COMMERCE OF

new shelled from 45 to 62 cents per 60 lbs., and in the ear from 40 to 58 cents per 70 lbs. prices having fluctuated from 5 to 10 cents per bushel per week. Quite a large quantity has been taken for distilling at points through Indiana and Ohio.

The following table will show the Corn account for 1858:

In store January 2d, 1858.....		6,058
Received during the year—		
By Illinois and Michigan Canal	4,728,693	
“ Galena and Chicago Union Railroad.....	750,289	
“ Chicago and Rock Island Railroad.....	773,654	
“ Illinois Central Railroad.....	758,901	
“ Chicago, Burlington and Quincy Railroad.....	885,350	
“ Chicago, St. Paul and Fond du Lac Railroad.....	71,338	
“ Chicago, Alton and St. Louis Railroad.....	624,922	
“ Chicago and Milwaukee Railroad.....	3,353	
“ Michigan Southern Railroad.....	42,340	
“ Michigan Central Railroad.....	9,801	
		8,248,641
Received by teams, (estimated).....	4,000	8,252,641
Total bushels.....		8,258,699

Disposed of as follows:

Shipped to Buffalo	4,42,931		
“ “ Oswego	2,243,304		
“ “ Ogdensburg.....	462,060		
“ “ other U. S. ports.....	114,917	7,363,312	
“ “ Montreal.....	2,000		
“ “ Kingston	139,290		
“ “ Collingwood.....	40,471		
“ “ other Canadian ports.....	45,289	227,052	
Forwarded by Michigan Southern Railroad.....	100		
“ “ Michigan Central Railroad.....	31,038		
“ “ Illinois Central Railroad.....	83,391		
“ “ Chicago and Rock Island Railroad.....	6,094		
“ “ Chicago, Burlington & Quincy Railroad	308		
“ “ Chicago and Milwaukee Railroad	14,969	135,900	7,726,264
Used by distillers		400,000	
City consumption.....		126,48	
In store January 1, 1859		5,953	
Total bushels.....			8,258,699

RECEIPTS AND SHIPMENTS OF CORN FOR FOUR YEARS.

	Receipts, bus.	Shipments, bus.		Receipts, bus.	Shipments, bus.
1855	8,532,377	7,517,625	1857	7,409,000	6,814,615
1856	11,883,398	11,129,668	1858	8,252,641	7,726,264

TABLE

Showing weekly prices of Corn during the year 1858.

Week Ending.	Corn.	Week ending	No. 1 Corn.	No. 2 Corn.	Rejected Corn.
January 2.....	43 44	June 19.....	52	47 47½	.....
9.....	45 46	26.....	49	50 44	45
16.....	.....	July 3.....	45	37	.....
23.....	New.....	10.....	45	38 39	36 37
30.....	25 to	17.....	44½	40½ 41	.....
February 6.....	34 35	24.....	51	47	38
13.....	60 lbs.....	31.....	57	52	43
20.....	Old. 40	August 7.....	68	63	46 46½
27.....	40	14.....	64	65 61	62
March 6.....	40	21.....	68½ 69	65½ 66	.....
13.....	New. 30	28.....	61	57	.....
20.....	31 31½	Sept'ber 4.....	60	56 57	53
27.....	32 33	11.....	55	53 54	50 52
April 3.....	35	18.....	57	55	.....
10.....	37 38	25.....	57½ 58	55	.....
17.....	39 40	October 2.....	55	53	50
24.....	46½ 41	9.....	50	48	.....
May 1.....	44 45	16.....	50	48	.....
8.....	37 45	23.....	49	.....	.....
15.....	37 44	30.....	58	.....	.....
22.....	39 45	Novemb'r 6.....	61	62
29.....	44 48	13.....	60
June 5.....	44 49	20.....	54	55
12.....	46 51½	27.....	50
		December 4.....	50	52
		11.....	56
		18.....
		25.....

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O A T S.

The crop of oats in 1857 was large, and of an excellent quality. The demand for shipment being light, full one-half raised that year was on hand at the opening of navigation. There was but a slight advance in prices until about the middle of July, and nearly all that came forward was taken for shipment. In consequence of the wet spring, it was supposed, early in the season, that the crop would be light, and as harvest approached, it was apparent, not only that but few oats would be harvested but that what was harvested would be miserably poor. About the first of July, operators from St. Louis, Quincy, Burlington, Iowa, Cincinnati, and other points, appeared in the market, and the price rapidly advanced from thirty to fifty cents per bushel up to the 15th of August. This advance was caused by the fact of the crop of 1858 being nearly worthless, and the fear of losing the control of the benefits arising from the scarcity of good oats for seed and other purposes. In the meantime, the demand for shipments had entirely fallen off, and on the 14th of August there was in store two hundred and twenty-eight thousand bushels. But most of the old crop had come forward, and with light receipts, and a demand for the St. Louis market, prices have kept up throughout the year for the 1857 oats. Most of the 1858 oats which have come forward have been taken for city consumption, at lower prices. Oats have been shipped to Chicago from Buffalo, Milwaukee, and other lake ports, amounting to seventy-five thousand bushels, while they have been exported largely to New Orleans, St. Louis, Cincinnati, and to points in the interior west, and south of us. At present, the stock of oats of crop of 1857 on hand here is small, and generally held out of the market for spring sales for seeding. At present, new are selling at forty to forty-eight, and old from fifty to sixty cents, per bushel.

The following table will show the oats account for 1858:

In store January, 1858.....		14,132
Received by Lake.....	90,631	
" " Illinois and Michigan Canal.....	368,312	
" " Galena and Chicago Union Railroad.....	635,900	
" " Chicago and Rock Island Railroad.....	79,302	
" " Illinois Central Railroad.....	141,384	
" " Chicago, Burlington and Quincy Railroad.....	126,559	
" " Chicago, St. Paul and Fond du Lac Railroad.....	398,300	
" " Chicago, Alton and St. Louis Railroad.....	44,661	
" " Chicago and Milwaukee Railroad.....	8,377	
" " Michigan Southern Railroad.....	6,168	
" " Michigan Central Railroad.....	14,058	
" Teams Estimated.....	400,000	2,283,597
Total Bushels.....		2,327,729

Disposed of as follows:

Shipped to Buffalo.....	1,046,866	
" " Oswego.....	199,441	
" " Ogdensburg.....	200,000	
" " Other United States Ports.....	4,816	1,271,123
" " Montreal.....		44,103
" by Illinois and Michigan Canal.....		173,337
Forwarded by Michigan Central Railroad.....	565	
" " Illinois Central Railroad.....	1,843	
" " Chicago, Burlington and Quincy Railroad.....	1,288	
" " Chicago, Alton and St. Louis Railroad.....	26,810	30,506
City Consumption, and sold to Lumber Districts.....		708,298
On hand January 1st, 1859.....		100,362
Total Bushels.....		2,327,729

RECEIPTS AND SHIPMENTS OF OATS FOR FOUR YEARS.

	Receipts. bush.	Shipments. bush.
1855.....	2,947,188	1,888,538
1856.....	2,219,987	1,014,637
1857.....	1,707,245	506,778
1858.....	2,283,597	1,519,069

T A B L E
Showing Weekly Prices of Oats During the Year 1858.

January	2.....	22	25	July	3.....	...	30
	9.....	20½	21		10.....	...	30½
	16.....	22	23		17.....	...	31
	23.....	...	22		24.....	...	38
	30.....	...	23		31.....	39	40
February	6.....	23	24	August	6.....	...	43
	13.....	...	23		14.....	49	50
	20.....	22	23		21.....	48	49
	27.....	22	23		28.....	48	19
March	6.....	23	23¼	September	4.....	...	47
	13.....	24	24½		11.....	...	47
	20.....	...	25		18.....	44	45
	27.....	25½	26		25.....	40	45
April	3.....	25	25½	October	2.....	38	40
	10.....	...	25		9.....	...	44
	17.....	26	26		16.....	...	45
	24.....	27	27½		23.....	31	45
May	1.....	...	27		30.....	35	45
	8.....	...	25	November	6.....	34	45
	15.....	...	26		13.....	34	45
	22.....	...	26		20.....	34	45
	29.....	...	26		27.....	...	...
June	5.....	...	30	December	4.....	43	45
	12.....	...	32		11.....	...	48
	19.....	...	31		18.....	...	50
	26.....	31	31½		25.....	...	50

The extreme prices quoted are for old oats, or those raised in 1857. New oats have sold much lower.

R Y E .

But a small amount of rye is raised in Illinois, in comparison with other grains. There is seldom any shipped from Chicago, and very little used for breadstuff. The receipts for the year 1858 foot up 71,012 bushels. Of this, 7,569 bushels have been shipped to Buffalo. Most of the balance has been used by distillers, with the exception of 763 bushels remaining in store.

RECEIPTS OF RYE FOR FIVE YEARS.

1854.....	bushels	85,191
1855.....	do	68,166
1856.....	do	45,707
1857.....	do	87,711
1858.....	do	71,012

The following shows the prices of rye, in this market, on the first day of each month for five years :

PRICES OF RYE FOR FIVE YEARS.

	1854.	1855.	1856.	1857.	1858.		1854.	1855.	1856.	1857.	1858.	
January.....	55@60	70@75	95@100	75@80	48@50		July	80@85	@100	@ 60	@112	51@52
February.....	70	75	70	75	95	100	August.....	55	60	70	80	...
March.....	75	78	75	85	...	90	September.....	65	70	75	80	85
April.....	65	70	88	90	85	90	October.....	30	85	83	85	60
May.....	70	75	95	100	85	90	November	80	81	90	93	55
June.....	70	75	110	120	75	80	December	65	70	65	100	60

B A R L E Y .

This, like the oat crop, is small, and was supposed to be a failure. Still, more barley has been exported during the year 1858, to the east, than since Chicago became an exporting port. The largest shipment for any previous year, was in 1854, which amounted to 33,683 bushels, while for 1858 the amount was 119,157 bushels. The barley trade has increased from 192,387 bushels in the year 1853, (vide *Press*) to 326,373 bushels in 1858. Until the past year a large amount of barley has been imported from Canada, New York, Pennsylvania, and Ohio, and has been distributed from here to Iowa, Wisconsin, Indiana, Ohio, Missouri and our own State. Owing to the inferior quality of that produced in our own State, the barley from the east has this season brought a better price. Speculators were attracted to it early in the season by the low price in comparison with former years, and prices gradually advanced from 30 and 40 cents in January, to the middle of September, when it reached 60 to 80 cents,

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when the increased receipts, and the continued decline in eastern markets caused a turn in the market, and at the close of the season prices ranged at 38 to 40 cents for No. 2, and 65 and 70 cents for No. 1. This large difference in price is caused by the small amount of strictly prime arriving from the crop of 1858.

The following table will show the barley account for 1858:

In store January 2, 1858.....	RECEIVED	30,959
By Lake.....		39,914
By Illinois and Michigan Canal.....		7,165
By Galena and Chicago Union Railroad.....		139,706
By Chicago and Rock Island Railroad.....		81,442
By Illinois Central Railroad.....		18,758
By Chicago, Burlington and Quincy Railroad.....		34,000
By Chicago, St. Paul and Fond du Lac Railroad.....		64,682
By Chicago, Alton and St. Louis Railroad.....		19,446
By Chicago and Milwaukee Railroad.....		5,454
By Michigan Southern Railroad.....		2,045
By Michigan Central Railroad.....		1,200
		<u>413,812</u>
Total bushels.....		444,771
Disposed of as follows ;		
Shipped to Buffalo.....		95,470
" to Oswego.....		22,196
" to other ports.....		22,196
" by Canal.....		6,595
" by Michigan Central Railroad.....		4,047
" by Illinois Central Railroad.....		65
" by Chicago and Rock Island Railroad.....		2,156
		<u>132,020</u>
Used by City Brewers.....		242,000
In store January 1, 1859.....		70,751
		<u>444,771</u>

RECEITS AND SHIPMENTS OF BARLEY FOR FIVE YEARS.

	Receipts, bus.	Shipments, bus.		Receipts, bus.	Shipments, bus.
1854	261,764	147,811	1857	127,689	17,993
1855	201,895	92,011	1858	413,812	132,020
1856	128,457	19,051			

The following table shows the prices of barley in this market, on the 1st of each month for four years:

PRICES OF BARLEY FOR FOUR YEARS.

	1855.	1856.	1857.	1858.		1855.	1856.	1857.	1858.
January	90@100	110@120	130@150	40@50	July	100	90	75	25 36
February.....	110	120	125	180	August.....	80	85	63	66 33 39
March	100	112	120	125	September	80	90	85	100 75 80 65 75
April	115	120	100	130	October	100	110	125	130 70 75 50 75
May	115	125	135	150	November.....	115	130	120	130 50 40 65
June	75	100	135	150	December.....	130	135	100	120 50 55 40 65

GRASS SEED.

The quantity of Grass Seed marketed this year has been large, and the quality excellent. Very little Clover seed has been received. As our Canal and Railroads make no distinction in their books, but enter both as "seeds," the quantity of each kind received cannot be arrived at.

The following table will show receipts and shipments of "seeds" during the year 1858:

	Receipts. Lbs.	Shipm'nts. Lbs.		Receipts. Lbs.	Shipm'nts. Lbs.
By Illinois and Michigan Canal.....	758,264	39,593	By Mich. Central Railroad.....	12,427	527,901
" Chicago and R. Island R. R.....	6,924	.....	" Mich. Southern Railroad.....	35,019	344,952
" Chicago, Alton & St. L. R. R.....	235,394	.....	" Lake	23,105	3,106,260
" Chicago, B. and Q. Railroad.....	1,171,238	9,140	City consumption and on hand.....	.....	243,886
" Galena and C. U. Railroad.....	1,062,920	.....	Total.....	4,271,732	4,271,732
" Chicago, St. P. & F. du L. R.R.....	966,441	.....		

RECEIPTS AND SHIPMENTS OF GRASS SEEDS FOR FOUR YEARS.

	Receipts. Lbs.	Shipm'nts. Lbs.
1855.....	3,024,238	2,484,013
1856.....	2,843,202	2,823,759
1857.....	2,466,973	1,537,948
1858.....	4,271,732	4,027,846

TABLE

Showing Weekly Prices of Timothy and Clover Seed during the year.

1858.	Timothy Seed.	Clover Seed.	1858.	Timothy Seed.	Clov'r S'd.
January.....	2 \$1 50@\$1 62	.....	July	3 .....	.....
9 1 50 1 62	.....	.....	10 .....	.....	.....
16 1 50 1 62	.....	.....	17 .....	.....	.....
23 1 50 1 62	\$5 00@\$5 25	.....	24 .....	.....	.....
30 1 50 1 62	4 50 5 00	.....	31 .....	.....	.....
February.....	6 1 50 1 65	4 50 5 00	August.....	6 .....	.....
13 1 50 1 75	4 50 4 75	.....	14 .....	.....	.....
20 1 60 1 75	4 50 4 75	.....	21 .....	.....	.....
27 1 60 1 75	..... 4 25	.....	28 .....	.....	.....
March	6 1 60 1 70	4 00 4 25	September	4 .....	.....
13 1 50 1 62	4 00 4 25	.....	11 \$1 50@\$1 50	.....	.....
20 1 50	..... 4 50	.....	18 1 25 1 38	.....	.....
27 1 37 1 50	5 00 5 25	.....	25 1 25 1 37	.....	.....
April	3 1 20 1 25	5 00 5 50	October	2	1 50
10 1 20 1 25	5 00 5 50	.....	9 1 55 1 65	.....	.....
17 1 20 1 25	5 00 5 50	.....	16 1 60 1 75	.....	.....
24 1 25 1 37	4 50 5 00	.....	23 1 70 1 75	.....	.....
May	1 25 1 37	4 50 5 00	November	30 1 70 1 80	.....
8 1 25 1 37	4 50 5 00	.....	6 1 75 1 80	.....	.....
15 ..... ....	..... ....	.....	13 1 75 1 80	.....	.....
22 ..... ....	..... ....	.....	20 1 60 1 70	.....	.....
29 ..... ....	..... ....	.....	27 1 50 1 60	.....	.....
June	5 ..... ....	..... ....	December	4 1 50 1 55	.....
12 ..... ....	..... ....	.....	11 1 50 1 60	.....	.....
19 ..... ....	..... ....	.....	18 1 55 1 65	.....	.....
26 ..... ....	..... ....	.....	24 1 65 1 85	.....	.....

BEEF CATTLE.

The past year has shown a very great increase in the cattle trade of Chicago. Not only have the vast prairies of Illinois contributed largely to this market, but Indiana, Iowa, and the entire beef-growing territory of the Northwest, have all made Chicago the centre of their operations. Within the past year, too, large droves of cattle have been driven hither from Texas, and this trade—which has increased at least two hundred per cent. during the year 1858—promises to be one of no small magnitude. Western drovers find that, as a general thing, it is more profitable to sell their cattle here than risk the fluctuations and uncertainties of New York or Albany markets. Thus has our cattle trade, within one year, taken the first position, as to importance and numbers, in the United States, out of New York city.

Here, throughout the entire year, are concentrated buyers from all the markets in the East—from Albany, New York, Cambridge and Brighton, and cattle in good condition are never a drug in the market. If cattle are low priced in the East, buyers have the opportunity afforded them of pasturing their stock on our prairies till the market improves, and that at no expense whatever. This is an advantage which no other large market in the United States enjoys; and it is this fact which, more than anything else, contributes to the growth and prosperity of the trade.

In no other city on this continent is there a *daily cattle market* which has been as regularly represented throughout the year as our grain and provision markets, with the publication of our daily receipts; and this enables the drover to sell out almost as soon as he arrives, without the delays or hindrances which annoy and harass the drovers in the East, if circumstances should delay them beyond the special market day. In Chicago, there is generally a good shipping demand; then there is a demand by beef packers, and there is also the constantly increasing requirements of our city butchers, so that cattle traders have generally little difficulty in disposing of their stock.

By the tables which follow, it will be seen that the receipts of cattle at this point, by railway alone, amount, during the year, to 119,534, while the shipments foot up 42,638; thus showing an increase in the receipts, outside of the vast number driven here on foot, of 71,010 over the receipts of 1857, and an increase in the shipments of 17,136 over that of 1857.

Like everything else, during the past year, beef cattle have been low priced in all the markets of the United States. In January, there was a good demand for fat steers, at \$3@375 gross, and \$4 for extra; but the great bulk of the receipts were of the denomination known as "Scallawags," which were sold at a range of \$2 25@2 50 gross. In February, owing to mild weather, and larger receipts of good beeves, beef packers were induced to commence operations again, and thus make up the deficiency caused by the monetary crisis which set in all over the country the previous fall. This imparted an additional activity to the market, and under a good demand, by both packers and shippers—for New York, during this month, was also buoyant—cattle fit for slaughter were sold readily at a range of \$3@3 75 gross, and butchers paid \$4 for fat steers. This buoyancy continued mostly throughout March, although the New York market had declined considerable. Towards the close of March, packers commenced to put up barrel beef, and for this only moderately fat cattle were required, which rendered the market rather duller. In April, New York improved, which sustained this market from a heavy decline, which was anticipated by the withdrawal of the packers. On the 18th of April, mess beef advanced in New York, and this encouraged beef packers to re-commence operations, and during the balance of the month, an advance of twenty-five and thirty cents was gained on fat cattle, the market closing at a range of \$2 50@4 50 gross for common to extra fat steers. In May the market was duller, caused by a decline in Eastern markets, as well as by the withdrawal of packers; but the decline was more particularly on their cattle, of which there was a much larger proportion than usual. In the month of June the receipts were heavy, and during the latter half of the month, the demand by shippers had fallen off, owing to a continued depression in the East, which induced several drovers to drive their cattle back on the prairies to graze, rather than sell them at the market price. One drover shipped his stock back to Champaign county. In July, this dullness continued, and it had the effect to check receipts, which fell off one-half, as compared with those of the previous month. The prices paid during this month ranged from \$2@3 for common to good steers, and \$3@3 50 for extra fat. In August, several fine droves of Texan cattle were received, and sold at \$3 gross. During this month there was a better demand for fat beeves, but the receipts of such were limited, a large proportion being thin, and unfit for shipment East. At the close, fat cattle sold at a range of \$3@3 25. In September, packers commenced operations, and this contributed towards clearing the market of large numbers of cattle which had been accumulating here during the previous month. New York, however, having declined, and warm weather setting in at the close of the month, caused packers to stop, and the market did not improve very materially. In October, city packers were in full operation, and this, with an increased demand by shippers, under an improvement in New York, rendered the market more active. A heavy increase, however, in the receipts checked the upward tendency, and the range of prices continued low. A number of drovers, rather than sell their stock at the ruling prices, had them packed by packers in this city, and the beef shipped to New York. In November, good cattle were scarce, and packers had to suspend operations. Towards the close, however, one of our packers paid \$3 for choice steers, to put up extra mess beef for the English Government. In December, receipts continued light, and there was a good demand by shippers and butchers, which caused an advance of twenty-five and fifty cents on fat steers. During the Christmas holidays, some immense steers were sold to butchers, at a range of \$5 50@\$8 gross.

The following table shows the receipts and shipments during the past year, with an estimate of the number driven hither on foot:

TABLE,

Showing Receipts and Shipments of Cattle in 1858, with the Routes by which they were Received and Forwarded.

	Receipts.	Shipments
By Lake.....	9	377
Galena and Chicago Union Railroad.....	11,454	.....
Illinois Central Railroad.....	20,155	205
Chicago, Burlington and Quincy Railroad.....	40,641	108
Chicago and Rock Island Railroad.....	16,225	.....
Chicago and Milwaukee Railroad.....	83	3,962
Chicago, Alton and St. Louis Railroad.....	29,736	560
Chicago, St. Paul and Fond du Lac Railroad.....	1,130	.....
Michigan Central Railroad.....	101	17,131
Michigan Southern Railroad.....	.....	20,014
Pittsburg, Fort Wayne and Chicago Railroad.....	.....	287
Cattle driven to Chicago, estimated.....	119,534	
	21,000	
	140,534	42,638

The following table shows the weekly prices of beef cattle in this market during 1858:

PRICES OF CATTLE AT GIVEN DATES IN 1858.

January 2.....	\$2 00	\$3 50	July 3.....	\$2 00	\$3 50
9.....	2 25	2 75	10.....	2 00	3 50
16.....	2 25	2 75	17.....	2 00	3 50
23.....	2 25	2 75	24.....	2 00	3 50
30.....	2 25	2 75	31.....	2 00	3 50
February 6.....	2 25	2 75	August 7.....	1 50	3 25
13.....	2 75	3 00	14.....	1 50	3 25
20.....	2 75	3 25	21.....	1 50	3 25
27.....	2 50	3 00	28.....	1 50	3 25
March 6.....	2 50	3 00	September 4.....	1 50	3 25
13.....	2 75	3 00	11.....	1 50	3 00
20.....	2 50	3 00	18.....	1 80	3 00
27.....	2 50	3 00	25.....	1 80	3 00
April 3.....	2 50	2 75	October 2.....	1 80	3 25
10.....	2 50	2 75	9.....	1 80	3 25
17.....	2 75	3 50	16.....	1 50	2 75
24.....	2 50	3 50	23.....	1 50	2 50
May 1.....	2 75	3 75	30.....	1 50	2 50
8.....	2 75	3 75	November 6.....	1 50	2 50
15.....	3 00	4 00	13.....	1 50	3 00
22.....	3 00	4 00	20.....	1 50	3 00
29.....	3 00	3 75	27.....	1 50	2 75
June 5.....	2 50	3 75	December 4.....	1 50	2 75
12.....	2 50	3 75	11.....	1 50	2 75
19.....	2 50	3 75	18.....	1 50	3 25
26.....	2 50	3 50	24.....	1 50	3 00

The receipts of beef cattle at Chicago, however, does not show the entire product of the State of Illinois. In addition to the cattle shipped from this city to Eastern markets, large numbers are sent east by railroads which traverse the State south of Chicago. The following are the shipments for the year by two of those roads:

SHIPMENTS OF CATTLE EAST IN 1858, BY RAILWAYS WHICH DO NOT TOUCH AT CHICAGO.

Great Western Railway, via Toledo.....	30,541
Joliet Cut-Off Railway, via Michigan Central Railroad.....	11,908
	42,449
Shipped from Chicago.....	42,639
Total.....	85,088

Receipts of Cattle from Western States at New York, in 1858.

In former years, Illinois ranked second and third in supplying the New York market. During the past year, however, she has sent thither more than any other State in the Union. The following are the receipts from the Western States for 1858:

Illinois.....	53,464	Ohio	37,580	Indiana.....	11,130
Kentucky	9,409	Iowa.....	2,724	Michigan.....	1,682
Texas.....					1,214

In giving the above figures the New York Tribune states that, besides the above amount received from Chicago, large droves of Illinois cattle are carried into New York State, where they are grazed a few weeks, and then entered as New York Cattle.

THE CITY OF CHICAGO.

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H O G S .

In addition to the number of Hogs used up in the City by packers and butchers, Chicago, during the past year, has become a most important shipping market. After the packing of 1857-8 was closed, up to the 1st of November last, our receipts of Live Hogs ranged from 19,000 to 45,000 monthly. Such immense receipts during the summer attracted hither buyers from the East, whose purchases, along with those of our own ice-packers, rendered the market quite active. The low price of Corn in the early part of the summer, throughout this State, and especially in Iowa, induced farmers to feed their hogs rather than send their corn to market. Our receipts were therefore composed principally of fat hogs, which were bought by ice-packers in New York, Boston, and other points.

As will be seen from the table of weekly prices given below, the range of prices during the summer months was \$3.25@4.40 $\frac{3}{4}$ 100 lbs. gross.—Stock Hogs selling at 50c. @ \$1.00 $\frac{3}{4}$ 100 lbs. below these figures.

The following table shows the receipts and shipments of Hogs, Live and Dressed, in 1858, with sources of supply and routes of shipment:

	Receipts.		Shipments.	
	Live Hogs. No.	Dres'd Hogs. No.	Live Hogs. No.	Dres'd Hogs. No.
By Lake.....			308	.....
" Galena and Chicago Union Railroad.....	24,411	26,086	.....	.....
" Illinois Central Railroad.....	75,690	11,669	330	127
" Chicago, Burlington and Quincy Railroad.....	157,289	47,828	.....	.....
" Chicago and Rock Island Railroad.....	24,259	22,428	.....	.....
" Chicago, Alton and St. Louis Railroad.....	123,409	6,583	.....	.....
" Chicago, St. Paul and Fon du Lac Railroad.....	8,236	6,103	.....	.....
" Michigan Southern Railroad.....	1,816	63	39,988	7,190
" Michigan Central Railroad.....	1,115	3,240	110,773	25,515
" Chicago and Milwaukee Railroad.....	.....	253	7,782	.....
Total.....	416,225	124,261	159,181	32,832

The following table shows the weekly prices of Live and Dressed Hogs during 1858.

PRICES OF HOGS AT GIVEN DATES IN 1858.

	Gross.	Dressed.		Gross.	Dressed.
January.....	2 \$3 70-\$4 00	\$4 35-\$4 75	July.....	3 \$3 00-\$3 40	.....
9 3 30 3 75	4 10 4 50		10 3 00 3 40	.....	.....
16 3 25 3 75	4 25 4 50		17 3 50 4 00	.....	.....
23 3 30 3 80	4 25 4 50		24 3 50 4 30	.....	.....
30 3 50 4 00	4 25 4 75		31 3 20 4 00	.....	.....
February.....	6 3 90 4 10	4 75 5 12	August.....	7 3 30 4 40	.....
13 4 50	..... 5 50		14 3 20 4 25	.....	.....
20 4 50 4 75	5 50 5 75		21 3 20 4 00	.....	.....
27 4 50 4 60	5 00 5 50		28 3 30 4 00	.....	.....
March.....	6 4 00 4 25	5 12 5 75	September.....	4 3 30 4 20	.....
13 4 00 4 50	5 25 5 50		11 3 25 4 25	.....	.....
20 4 25 4 62	.....		18 3 25 4 25	.....	.....
27 4 25 4 50	.....		25 3 50 4 60	.....	.....
April.....	3 4 25 4 50	.....	October.....	2 3 50 4 50	.....
10 4 25 4 50	.....		9 3 50 4 50	.....	.....
17 4 00 4 25	.....		16 3 50 4 25	.....	.....
24 4 00 4 25	.....		23 3 30 4 00	.....	.....
May.....	1 4 00 4 25	.....	30 3 50 4 50	.....	.....
8 4 00 4 25	.....		June.....	6 3 50 4 10	.....
15 4 00 4 25	.....		13 3 50 4 50	\$5 12-\$5 50	.....
22 4 00 4 25	.....		20 3 75 4 60	5 30	5 62 $\frac{1}{2}$
29 4 00 4 40	.....		27 3 50 4 50	4 50	5 50
June.....	5 3 90 4 25	.....	December.....	4 4 40 5 30	4 50 6 25
12 3 25 3 50	.....		11 4 50 5 30	5 25	6 50
19 3 25 3 75	.....		18 4 25 5 25	4 50	5 75
26 3 00 3 40	.....		24 4 25 5 40	4 50	6 50

The following table shows the number of Hogs received at Chicago from the 1st of April to the close of the year, and the number shipped out of the State by railways not touching at Chicago :

Received at Chicago.....	432,944
Shipped by Great Western Railroad.....	80,270
" by Joliet Cut-off.....	14,672
" by Terre Haute and Alton Railroad.....	50,000
Total.....	577,886

OUR PROVISION TRADE.

From the rapidly increasing importance of our provision market, and the fact that in pork packing we have advanced to the position of being now the third largest point in the west, bidding fair in a few years to rival both Cincinnati and Louisville, while our beef packing far exceeds, both in extent and value, any other in the States, a cursory review of the transactions for the past year cannot prove uninteresting to the members of the Board.

In the month of January, 1858, provisions ruled lower than at any other period of the season. Mess pork in the early part of the month sold at \$12 00@12 50, and 1,500 barrels were sold by one of our packers to a Canadian house, for April delivery, at \$12 00. Later in the month, about the 25th, the market commenced improving, and sales were made at \$13 00 $\frac{3}{4}$ bbl., with an advancing tendency. Prime and rump pork brought \$9 50@10 00 $\frac{3}{4}$ bbl. Cut meats were dull and in limited request at 4c@4 $\frac{1}{2}$ c $\frac{3}{4}$ lb for shoulders, 5c@5 $\frac{1}{2}$ c for sides, and 6c@6 $\frac{1}{2}$ c for hams. Prime lard was held at 8c@8 $\frac{1}{2}$ c; at the inside rate some large sales were made to speculators. Mess and extra mess beef were held at \$10 00@11 00 $\frac{3}{4}$ bbl. No. 1 tallow at 9 $\frac{3}{4}$ c@10c $\frac{3}{4}$ lb.

The improvement established in the market at the close of the month of January, continued through February. Mess pork sold readily at \$14 50@15 00, and prime and rump pork at \$10 50@11 00. Cut meats also shared in the advance, and shoulders sold at 5 $\frac{1}{4}$ c, sides at 7c, and hams at 7 $\frac{1}{2}$ c $\frac{3}{4}$ lb. Prime lard sold at 9c@9 $\frac{1}{2}$ c $\frac{3}{4}$ lb. The outside figure was reached about the middle of the month, but towards the close the market again declined $\frac{1}{2}$ c $\frac{3}{4}$ lb., yellow grease 6 $\frac{1}{2}$ c@7c. Mess and extra mess beef sold at \$11 00@12 00 $\frac{3}{4}$ bbl., and No. 1 tallow at 10c@10 $\frac{1}{2}$ c $\frac{3}{4}$ lb.

During the early part of the month of March the market became weaker and prices rather lower, but by the 15th it again rallied, and on the 29th mess pork had reached \$16 00 $\frac{3}{4}$ bbl., prime and rump pork \$11 00@11 50. Cut meats sold at the close at 5 $\frac{1}{2}$ c for shoulders, and 7 $\frac{1}{2}$ c for hams. Prime lard 9 $\frac{1}{4}$ c@9 $\frac{1}{2}$ c $\frac{3}{4}$ lb., Mess and extra mess beef \$10 00@11 00. Prime tallow 10c. The pork packing for the season 1857-8 closed about the 8th of this month with a total of 96,262 head averaging 220 lbs., giving a yield of about 30,000 barrels of mess pork, and about 30 lbs of lard $\frac{3}{4}$ hog.

The excitement continued through the month of April, and all provision products advanced. Mess pork ranged from \$16 00@17 00 $\frac{3}{4}$ bbl., but at the close was mostly held off the market at \$17 50. Prime and rump pork were in limited supply and none offering. Cut meats were in demand at 5 $\frac{3}{4}$ c for shoulders, and 8c for sides and hams. Prime lard was also scarce, and had any been offering, would have commanded 10c. Mess and extra mess beef were more enquired for at \$11 00@12 00. No. 1 tallow was dull at 9 $\frac{1}{4}$ c@9 $\frac{1}{2}$ c.

At the close of the month of April prices had reached the highest point for the year. In the beginning of the month of May the eastern demand fell off, and the market became weaker. Mess pork was freely offered at \$16 75, while prime and rump, for which \$14 00 had been refused, were freely offered at that price. Cut meats were also dull at 5 $\frac{1}{2}$ c@7 $\frac{1}{2}$ c for shoulders, sides and hams. Prime lard maintained its previous value better than any other product, and was in demand at 10 $\frac{1}{4}$ c@10 $\frac{1}{2}$ c, but the quantity offering was very small. Mess and extra mess beef were firmly held at \$11 @12 00. Prime tallow in fair demand at 9 $\frac{3}{4}$ c.

The market during the month of June was dull and inactive. Mess pork declined to \$15 00@15 50, closing dull at the inside quotation. Cut meats were also dull at 5 $\frac{3}{4}$ c for shoulders and 8c for sides and hams. Prime lard was in demand early in the month at 10 $\frac{1}{2}$ c, but towards the close, the market being better supplied, prices again receded to 10c. Mess and extra mess beef continued firm at \$11 00@12 00. Prime tallow, notwithstanding a good demand for Canada, was dull at 9c@9 $\frac{1}{2}$ c.

During the month of July all products declined still further. Mess pork closed dull at \$14 50@15 00, prime and rump \$11 50. Cut meats, 5 $\frac{1}{2}$ c for shoulders, and 8c for hams. Prime lard 9 $\frac{1}{4}$ c@9 $\frac{1}{2}$ c, with a limited demand. Mess and extra mess beef \$11 00@12 00. Prime tallow 9 $\frac{1}{4}$ c@9 $\frac{1}{2}$ c.

In August, most of the winter packed pork being in the hands of one house, mess was held off the market at \$17 00. The ice cured pork, however, which was offered at \$15 50, and which was found to give general satisfaction, sufficed for the local trade and prevented the market from being forced up. Early in the month a sale of 500 barrels mess, for delivery in the following November, was made at \$13 50, this being the first forward sale of the season. Towards the close of the month another sale of 500 barrels mess for the same delivery was made at \$14 00, and some prime lard at 9c@9 $\frac{1}{4}$ c. Cut meats, bacon and lard for present delivery were scarce and nominal. Mess and extra mess beef \$11 00@12 00. Prime tallow 9 $\frac{3}{4}$ c.

Most of the transactions in the month of September were for forward delivery. Several thousand barrels of mess pork were contracted for, for delivery from December to February at \$14 50 $\frac{3}{4}$ bbl. The purchasers were principally Louisville houses. Most of the old pork was shipped to New York, and 579 barrels having been sold for Canada at \$15 00, the market was pretty well cleared. Some prime lard was sold for winter delivery at 9 $\frac{1}{2}$ c, but it was afterwards offered at the same figure unsuccessfully. There were no cut meats offering. Mess and extra mess beef were offered at \$9 50@10 00 for forward delivery, but operators did not seem desirous of taking hold.

The market during the month of October was stagnant in the extreme. There were no sales of moment either for present or future delivery. Operators seemed to think they could buy the hogs, and pack, cheaper than they could purchase the products, and the rumors of a short hog crop being generally discredited, a general inactivity prevailed. Mess pork was nominal at \$15 00@15 50 for present, and \$14 00@14 25 for November delivery. Later in the month some sales were made to fill November contracts at \$14 50. Green shoulders for November delivery sold at 4c, and hams at 6c@6 $\frac{1}{2}$ c. Prime lard was offered for same delivery at 9 $\frac{1}{2}$ c. The packing of beef was very heavy, and the shipments for the month exceeded 25,000 barrels. Mess and extra mess beef were nominal at \$9 50@10 00.

The offerings for forward delivery were so rapidly picked up, in the beginning of the month of November, that sellers retired from the market. Some sales of mess pork were made for delivery all winter, sellers' option, at \$14 50, but about the 20th the market became much excited, and some sales were made as high as \$16 00 $\frac{3}{4}$ bbl. Prime pork ruled relatively low through the month, although holders asked \$13 00 $\frac{3}{4}$ bbl., the highest price paid was \$12 00, at which the market was dragging and inactive. Cut meats were in tolerable demand at 5 $\frac{1}{4}$ c for shoulders, 7c for sides, and 7 $\frac{1}{4}$ c for hams. Prime lard was in active demand at 10c@10 $\frac{1}{2}$ c. Mess and extra mess beef were dull and nominal at \$9 00@10 00. No. 1 tallow in fair demand at 9c@9 $\frac{1}{4}$ c. The shipments of beef for the month, by lake, exceeded 55,000 barrels.

The market continued excited in the commencement of the month of December. Mess pork sold at \$16 50, and most holders asked \$17 00, but towards the close of the month buyers became scarce, and seemed distrustful even at \$16 00. Prime and rump dragged heavily at \$12 00, the stocks constantly accumulating and no buyers to be found. Cut meats were also dull at 5 $\frac{1}{4}$ c. 7 $\frac{1}{2}$ c@7 $\frac{3}{4}$ c for shoulders, sides and hams.

Prime lard advanced to $10\frac{3}{4}$ c, but there seemed no disposition to operate at that figure, and subsequently declined to $10\frac{1}{2}$ c, again advancing at the close to $10\frac{1}{2}$ c@ $10\frac{3}{4}$ c. Mess and extra mess beef were dull at \$9 00@10 00. Shipments by lake for the month, about 4,000 bbls. Prime tallow in good demand and firm at $9\frac{1}{2}$ c@10c.

The pork packing for the season, (from the 1st November, 1858, to the 1st January, 1859,) the particulars of which were obtained from the various packers as accurately as possible, showed an aggregate of over 155,000 head. As the season has not yet ended and many hogs are still being received, it is not improbable that at the close our packing may very nearly double that of the previous season.

This proof of our progress as a provision market is excessively gratifying.

The Canadians, seeming apprehensive that our prices were too high, and anticipating a decline, have not purchased so freely as they did the previous year, but have shown greater favor to the Milwaukee market.

The Baltimore operators have been the principal purchasers in our market, and the Baltimore and Ohio, and Pittsburg and Fort Wayne railroads, who have both resident agents here, have aided largely, by their prompt acquiescence in the demands of shippers, in securing for us this valuable trade.

And now, having reviewed the transactions for the year 1858, and the progress of our provision market, it may not be uncalled for to make a few suggestions as to the customs at present existing among the trade, and which certainly require to be remodelled. It is thought by many that our inspection is not sufficiently rigid, particularly as regards mess pork.

The weight also packed into the barrel is left entirely to the caprice of the packer, and it is thought but few follow the established usage of other markets and pack 196 pounds. Although a barrel of mess pork only requires to be 200 pounds, and much of what is packed and sent here would probably turn out that weight after some months, yet most of our purchases are made for immediate consumption, and the short weight as at present packed is certainly not fair to the purchaser. A fixed allowance for salt on sales of bulk meat ought to be established.

In most other markets an allowance of one per cent is made, while here a seller grumbles if you claim anything. So, also, with lard. We have no fixed tare, and no means to come at the actual tare but by stripping a barrel, which would meet the most strenuous opposition from the seller. The purchaser is therefore compelled to recognize the honesty of the seller and accept the tare as marked on the barrels. In most other large markets a tare of eighteen per cent. on barrels, and sixteen per cent on tierces is an established rule. It is not presumed that this will be made the custom here, but some means should be arrived at to ensure the purchaser at least justice. To place the Chicago provision market in the position it is justly entitled to, and to inspire confidence in the minds of eastern operators, some fixed and equitable rules should be established, and an early consideration of this subject is recommended to the Board.

HIDES.

Few are aware of the magnitude of the Hide trade in Chicago. As will be seen from the following table, our receipts for the year foot up 11,606,997 lbs. The number of Hides received is less than 400,000, from which it may be inferred that most of those received were dry. The average price for the year has been about $12\frac{1}{2}$ cents $\frac{3}{4}$ lb. The value of Hides received would amount to..... \$1,450,874 62
Averaging those taken from cattle slaughtered in the City at 80 lbs. each, gives

7,831,680 lbs. green hides, which have sold at an average of 6 cts. $\frac{3}{4}$ lb, and would amount to.....	469,900 80
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Total.....	\$1,920,775 42
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Thus showing a trade in this article of nearly two millions of dollars.

THE CITY OF CHICAGO.

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The following table shows Receipts and Shipments of Hides during the year 1858.

	Received. Lbs.	Forwarded. Lbs.
By Lake.....	53,820	6,510,561
" Illinois and Michigan Canal.....	236,247	530
" Galena and Chicago Union Railroad.....	2,238,250	.....
" Chicago and Rock Island Railroad.....	2,321,437	.....
" Illinois Central Railroad.....	1,525,364	.....
" Chicago, Burlington and Quincy Railroad.....	2,038,461	.....
" Chicago, St. Paul and Fond du Lac Railroad.....	822,746	.....
" Chicago, Alton and St. Louis Railroad.....	1,712,680	.....
" Chicago and Milwaukee Railroad.....	519,389	.....
" Michigan Southern Railroad.....	73,789	1,017,725
" Michigan Central Railroad.....	65,114	1,111,376
" Pittsburgh, Fort Wayne and Chicago Railroad.....	.....	53,840
	11,606,997	8,693,832
Taken from cattle slaughtered in the city 97,896 head, 80 lbs. each, is.....	7,831,680	.....
Used by tanners in the city, on hand, and unaccounted for.....	.....	10,744,845
	19,438,677	19,438,677

Taken from cattle slaughtered in the city 97,896 head, 80 lbs. each, is.....

Used by tanners in the city, on hand, and unaccounted for.....

The discrepancy between Receipts and Shipments appears large. In explanation, we would say, that an estimate only can be arrived at of the number of pounds shipped, as our Custom House books only give the number of hides, and no figures can be given for city consumption. There can be no question about the accuracy of receipts, or the number taken from cattle slaughtered.

The following table will give weekly prices of Green and Dry Flint Hides during the year 1858:

WEEKLY PRICES OF HIDES IN 1858.

	Green.	Dry Flint.		Green.	Dry Flint.
January.....	2 3½—4 9 4 4½ 16 4 4½ 23 4 4½ 30 ... 4	8 — 9 9 9½ 9 9½ 8½ 9 8 9		July.....	3 ... 7½ 10 ... 7½ 17 ... 7½ 24 ... 7½ 31 7¾ 8
February.....	6 ... 4 13 4 4½ 20 4½ 4¾ 27 ... 4½	8 9 7 9 8 9½ 8 10		August.....	7 7¾ 8 14 7¾ 8 21 8 8½ 28 8 8½
March.....	6 4¾ 5½ 13 5 5½ 20 5½ 5½ 27 5½ 5½	11 12½ ... 12½ ... 12½ 12 12½		September.....	4 8¼ 8½ 11 8¼ 8½ 18 ... 8½ 25 ... 8½
April.....	3 5½ 5½ 10 5 5½ 17 5 5½ 24 5½ 5½	... 12½ ... 12½ 12½ 13 13 13½		October.....	2 7½ 8 9 7½ 7¾ 16 7 7½ 23 7 7½ 30 6 6½
May.....	1 ... 5½ 8 5½ 5¾ 15 5¾ 6 22 ... 6	13½ 14 13¾ 14 ... 14 ... 14		November	6 6½ 7 13 6 6½ 20 6 6½ 27 6 7
June.....	5 ... 6 12 ... 6 19 7½ 7½ 26 ... 7½	14 14½ 14 14½ 14 14½ 14½ 14½		December.....	4 6 7 11 6 7 18 6½ 7½ 24 ... 6½

LUMBER.

In reviewing the lumber trade for the past year, we find the following to be the comparative receipts and sales for past two years:

SALES OF LUMBER DURING THE YEARS 1857 AND 1858.

On hand January 15, 1857.....	128,409,000	
Received during the year.....	459,639,198	588,048,198
Sales of the year 1857.....	414,574,125	
On hand December 10, 1857.....	173,474,073	588,048,198
On hand December 10, 1857.....	173,474,073	
Received during the year 1858.....	278,943,506	452,417,579
Sales of the year 1858.....	323,961,579	
On hand December 15, 1858.....	128,456,000	42,417,579

TRADE AND COMMERCE OF

SALES OF SHINGLES DURING THE YEAR 1857 AND 1858.

On hand January 15, 1858.....	22,264,000	
Received during the year 1858.....	131,832,250	154,296,250
Sales of the year 1857.....	124,675,250	
On hand December 10, 1857.....	29,621,000	154,296,250
On hand December 10, 1857.....	29,621,000	
Received during the year 1858.....	127,565,000	157,186,000
Sales of the year 1858.....	135,913,000	
On hand December 15, 1858.....	21,273,000	157,186,000

SALES OF LATH DURING THE YEARS 1857 AND 1858.

On hand January 15, 1857.....	20,948,000	
Received during the year 1857.....	80,130,000	101,078,000
Sales of the year 1857.....	73,693,000	
On hand December 10, 1857.....	27,385,000	101,078,000
On hand December 10, 1857.....	27,385,000	
Received during the year 1857.....	44,559,150	71,944,150
Sales of the year 1858.....	61,699,150	
On hand December 15, 1858.....	10,245,000	71,944,150

The quantity sold would have been satisfactory, considering the failure in the crop and the continuance of the panic in 1857-8, if there had not been such a falling off in the prices, but, owing to the low freights from Canada, St. Clair River and Saginaw, the quantity of lumber received has exceeded the expectations of many of our dealers, which, with the large stock carried over from the previous year, caused prices to give away in June, from which they have not recovered. The loss to the one hundred and fourteen dealers and firms who were engaged in the trade a year ago, is by many supposed to be over \$1,000,000. There are now less than ninety dealers, many of whom will not continue in the trade any longer than until they can dispose of their present stock.

STOCK OF LUMBER, LATH AND SHINGLES ON HAND JANUARY 15, 1857.

Two years ago the 15th of this month, the stock of lumber on hand in this market was as follows:

First and Second Clear.....	11,739,663 feet
Clear Flooring.....	4,130,770
Common Flooring.....	12,449,828
Fencing	15,610,026
Joice	30,736,128
Scantling	11,245,789
Boards, Siding, etc.....	42,496,796
Total No. feet.....	128,409,000
Lath, number.....	20,948,000
Shingles, number.....	22,464,000

STOCK ON HAND DECEMBER 10, 1857.

On the 10th of December, a year ago last month, the stock of lumber, shingles and lath was as follows;

First, Second and Third Clear.....	24,344,011 feet
Common Boards and Plank.....	48,840,375
Scantling and Joice.....	40,586,922
Common Flooring.....	14,661,931
Fencing	21,080,622
Siding	3,955,363
Culls.....	11,848,275
Sawed Timber.....	6,061,574
	171,379,073
Hewn Timber.....	2,095,000
Total No. of feet,.....	173,474,074
Lath, number.....	27,385,000
Shingles, number.....	29,621,000

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STOCK ON HAND DECEMBER 15, 1858.

The quantity of lumber, shingles, lath and cedar posts on hand the 15th of December, 1858, was as follows:

Lumber, all kinds and qualities.....	128,456,000
Shingles	21,273,000
Lath	10,245,000
Cedar Posts.....	76,809

By the above statement, it will be seen that the quantity of lumber and shingles now on hand is about the same as two years ago—lath is not quite half.

Receipts of the following articles during the year 1858 have been as follows:

Timber	feet	2,019,910
Posts	number	509,873
Staves	"	3,595,950
Pickets.....	"	722,151

S A L T .

The increase in this branch of trade is astonishing, and is one of the many features which show the growth of the North-west. Previous to the year 1852 it is difficult to ascertain the amount of Salt received annually, as the receipts were not entered in our Custom House books. Syracuse fine Salt has been shipped to this market from a very early date. In 1839, we find, there were about 15,000 barrels sold in Chicago. Since that year sales have yearly increased, until the last year, they reached upwards of 300,000 barrels.

The following table shows the receipts of Salt for seven years:

1852.....	92,907 barrels.	1856.....	184,834 barrels.
1853.....	86,309 "	1857.....	200,946 "
1854.....	176,526 "	1858.....	334,997 "
1855.....	170,623 "		

For several years after Chicago became an important point for packing beef and pork, large quantities of foreign Salt found its way to this market, as high prices and want of confidence in the Syracuse solar prevented its use; but the packers have this year supplied themselves almost entirely with this article, only two cargoes of foreign having arrived. According to tests made by our government, it is fully equal to Turk's Island for packing purposes. The trade of Chicago embraces a wide range, extending throughout the middle and northern part of Illinois, the States of Wisconsin, Iowa and Minnesota.

As our trade in this article in Southern Illinois and the "Upper Mississippi" comes into competition with the Kanawha Salt, it is desirable to dealers, in order to foster the trade now open to them by canal and railroads, to have the tolls made as low as possible on the Erie Canal, and that the different railroad lines from this city should make the transportation at the most moderate rate possible.

Following is a statement of the Salt trade for 1858:

On hand January 1, 1858.....	barrels...	40,000
Received during the season.....	"	334,997
		374,997

Disposed of as follows:

Shipped by Lake.....	10,550
" by Canal.....	19,476
Forwarded by Railroad and consumed in the City.....	279,971
On hand January 1, 1859.....	65,000

T A B L E
Showing Prices of Salt, weekly, in 1858.

	Coarse, per bbl.	Fine, per bbl.	Dairy, per bag.		Coarse, per bbl.	Fine, per bbl.	Dairy, per bag.
January.....	2 \$2 00	\$2 00	14½	July.....	3 \$0 60	\$1 60	10½
9	2 00	....	14½	10	1 60	1 50	....
16	2 00	....	14½	17	1 60	1 50	....
23	2 00	....	12½	24	1 60	1 50	....
30	2 00	....	13½	31	1 50	1 45	....
February	6 2 00	....	14½	August	7 1 50	1 47	....
13	2 00	....	....	14	1 50	1 48	....
20	2 00	1 90	....	21	1 60	1 50	....
27	2 00	1 90	....	28	1 60	1 50	....
March	6 2 00	1 90	....	September.....	4 1 50	1 48	....
13	2 00	1 90	....	11	1 50	1 45	....
20	2 00	1 90	....	18	1 50	1 45	10
27	2 00	1 90	13	25	1 50	1 45	....
April	3 2 00	1 90	14	October.....	2 1 60	1 50	....
10	2 00	1 85	14	9	1 60	....	....
17	1 90	1 85	14	16	1 60	....	....
24	1 87½	1 75	13	23	1 60	....	....
May	1 1 75	1 70	....	30	1 60	....	....
8	1 70	1 65	....	13	1 60	....	....
15	1 70	1 65	....	20	1 75	1 55	11
22	1 65	1 60	....	27	1 75	1 55	....
29	1 65	....	....	December.....	4 1 85	1 60	....
June.....	5 1 60	....	....	11	2 00	1 60	....
12	1 60	....	....	18	2 00	1 60	....
19	1 60	....	....	25	2 10	1 60	....
26	1 60	....	....		

The following table shows the prices of salt in Chicago for four years:

PRICES OF SALT IN CHICAGO FOR A SERIES OF YEARS.

	Fine.	Coarse.	Dairy.			Fine.	Coarse.	Dairy.
1855.....	\$1 73@2 25	\$2 25@3 00	13½@17c	1857.....	\$1 75@2 06	\$1 85@3 27½	13 @17c	
1856.....	1 95@2 51½	2 50@3 50	11 @16c	1858.....	1 45@1 65	1 50@2 10	10½@11c	

The following table shows the prices of salt in Chicago on the first of each month during the past three years:

PRICES OF SALT FOR THREE YEARS.

	1856.			1857.			1858.		
	Fine, per bbl.	Coarse, per bbl.	Dairy, 14 lb bags.	Fine, per bbl.	Coarse, per bbl.	Dairy, 14 lb bags.	Fine, per bbl.	Coarse, per bbl.	Dairy.
January.....	2 37½	3 00	0 15½	1 95	2 37½	17	1 90	2 00	
February	2 51½	2 50	0 16	2 00	2 37½	17	1 90	2 00	
March	2 50	3 50	0 16	2 06	2 37½	17	1 90	1 90	
April	2 50	3 50	0 16	2 06	2 37½	17	1 90	1 95	
May	2 12½	3 25	0 16	1 90	2 06	15	1 70	1 75	
June	2 06	3 25	0 15	2 00	....	15	1 60	1 65	
July.....	2 00	3 00	0 15	....	....	13	1 55	1 60	
August	2 06	2 50	0 15	1 75	2 25	13½	1 47	1 50	
September.....	2 00	2 50	0 15	1 85	1 85	13½	1 48	1 50	
October.....	2 06	2 50	0 16	1 85	1 85	13½	1 55	1 60	
November.....	2 06	3 37½	0 15	1 90	1 90	13½	1 50	1 65	
December.....	1 95	....	0 11	2 00	2 00	14	1 60	1 85	

W O O L.

As will be seen by reference to the following tables, receipts of wool at Chicago have been less this — than for several years previous. The principal causes for the decrease in receipts, are that a considerable portion of the wool purchased in the northern portion of Illinois, and in Wisconsin, which has generally found a market here, was purchased by eastern buyers, and forwarded to other lake ports for shipment, while a great portion of the clip in the centre, and southern portions of Illinois has found its way east by railroads not touching Chicago.

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The following table shows the receipts and shipments of wool in 1858:

	Receipts, lbs.	Shipments, lbs.
By Lake	8,600	598,264
" Illinois and Michigan Canal.....	78,014	.....
" Galena and Chicago Union Railroad	227,620	.....
" Rock Island Railroad.....	66,999	.....
" Illinois Central Railroad.....	159,822	.....
" Chicago, Burlington and Quincy Railroad.....	186,569	.....
" Chicago, St. Paul and Fond du Lac Railroad.....	22,821	.....
" Chicago, Alton and St. Louis Railroad	298,873	.....
" Michigan Southern Railroad.....	197,696	.....
" Michigan Central Railroad.....	4,308	223,314
" Pittsburg, Fort Wayne and Chicago Railroad.....	19,400	.....
On hand and unaccounted for.....	14,952	.....
	1,053,626	1,053,626

RECEIPTS AND SHIPMENTS OF WOOL FOR FOUR YEARS.

	Receipts, lbs.	Shipments, lbs.		Receipts, lbs.	Shipments, lbs.
1855.....	1,943,415	2,158,462	1857.....	1,116,821	1,062,881
1856.....	1,853,920	575,908	1858.....	1,053,626	1,038,674

PRICES OF WOOL FOR SIX YEARS.

	1853.	1854.	1855.	1856.	1857.	1858.
June.....	40@55	20@30	20@34	20@37	25@38	16@30
July.....	38	50	23	31	25	36
August.....	35	45	20	30	25	38
	20	30	25	38	20	37
	31	40	18	31	42	25
	34	30	30	34	34	34

HIGHWINES.

The market opened in January at low prices, and the trade throughout the season has been dull, with forced sales. The manufacture of this article is steadily increasing, as a comparison of the business, this with former years will show. The supply is regulated entirely by the demand, our facilities for manufacture being equal to any draft that is likely to be made on us. Prices in Eastern cities, most of the season, have been too near prices here to leave any margin for shipment.

Out of 97,503 barrels received at and manufactured in Chicago the past season, only 28,260 barrels have been shipped. Most of the city consumption is in the manufacture of alcohol and burning fluid, and in mixing, after which it finds a market in other shapes.

The following table will show receipts and shipments for the year:

RECEIPTS AND SHIPMENTS OF HIGHWINES DURING THE YEAR 1858.

	Receipts. bbls.	Shipments. bbls.
By Lake.....	70	18,628
" Canal.....	1,259	59
" Galena and Chicago Union Railroad	9,607	.....
" Chicago and Rock Island Railroad.....	16,599	.....
" Illinois Central Railroad.....	2,201	1,781
" Chicago, Burlington and Quincy Railroad.....	4,700	.....
" Chicago and Milwaukee Railroad.....	.....	6,678
" Michigan Southern Railroad.....	15	404
" Michigan Central Railroad.....	.....	457
" Chicago, Alton and St. Louis Railroad.....	4,194	.....
Manufactured in the city.....	38,644	28,007
City consumption, and on hand.....	63,000	70,637
	98,644	98,644

TRADE AND COMMERCE OF

RECEIPTS AND SHIPMENTS OF HIGHWINES FOR FIVE YEARS.

	Receipts. bbls.	Shipments. bbls.		Receipts. bbls.	Shipments. bbls.
1854.....	17,831	8,018	1857.....	28,185	10,654
1855.....	18,438	6,335	1858.....	88,644	28,007
1856.....	30,000	6,266			

T A B L E ,

Showing Weekly Prices of Highwines During the Year 1858.

January 2.....	18	@20	July 3.....		19½@20
9.....	15	16	10.....		... 19
16.....	15	16	17.....		19 20
23.....	15	16	24.....		19½ 20
30.....	...	16	31.....		... 20
February 6.....	...	17	August 7.....		... 22
13.....	...	16½	14.....		23½ 24
20.....	...	16½	21.....		24 24½
27.....	...	16½	28.....		... 24
March 6.....	16	16½	September 4.....		29½
13.....	16¼	16½	11.....		...
20.....	...	16	18.....		22
27.....	...	16½	25.....		21½
April 3.....	16	16½	October 2.....		21
10.....	...	17	9.....		20½ 21
17.....	...	18	16.....		... 20
24.....	...	17	23.....		... 20
May 1.....	...	17	30.....		... 20
8.....	...	17	November 6.....		19½ 20
15.....	...	17	13.....		18½ 19
22.....	16½	17	20.....		19½ 20
29.....	...	17½	27.....		20½ 21
June 5.....	...	18	December 4.....		... 21
12.....	...	18	11.....		... 22
19.....	...	19	18.....		... 24
26.....	23	24	24.....		... 24

L E A D .

As will be seen from the following statement, receipts of lead in 1858 have been about double those of 1857. Less than one-half the quantity received has been shipped. Most of the balance has been used in the manufacture of lead pipe, etc., in the city :

RECEIPTS AND SHIPMENTS OF LEAD FOR TWO YEARS.

	Receipts. lbs.	Shipments. lbs.
1857.....	4,256,207	2,214,308
1858.....	8,670,028	3,442,870

F I S H .

Among the articles of commerce in the West, the Fish trade is one of growing importance.

Following is a statement of Lake Fish inspected in Chicago the past year :

Inspected by Ezra Taylor.....	93 bbls.
" " " "	4,154 half bbls.
" " Edward Silver.....	201 bbls.
" " " "	29,643 half bbls.
" " " "	89 one fourth bbls.
" " " "	3 kists
Making	34,182 packages
Equal to	17,215 bbls.

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KINDS OF FISH INSPECTED.

White Fish.....	28,272	Pike	3
Trout.....	4,993	Lake Shad.....	2
Mixed	888	Bay Fish.....	1
Halifax Herring.....	23		

NOTE.—Large quantities of Lake Fish are marketed here which are not inspected.

S T O N E .

The Stone trade of Chicago is one of too much importance to pass by unnoticed. The area embraced in the production of what is known as Athens marble is not only large, covering several hundred acres, but convenient to our market, being situated on the line of the Illinois and Michigan Canal. The fine buildings erected in Chicago with this material, bear witness of its value to the city, while the shipments show the estimate in which it is held at other western lake ports. In consequence of the general scarcity of money, and consequent decreased demand for building material, the trade has been smaller this, than the two preceding years.

RECEIPTS AND SHIPMENTS OF STONE FOR FIVE YEARS, ACCORDING TO THE "PRESS AND TRIBUNE."

	Receipts, Cubic Yds.		Shipments, Tons.
1854	68,486	1854.....	1,687
1855	68,038	1855.....	574
1856	92,609	1856.....	2,681
1857	122,842	1857.....	6,000
1858	68,680	1858.....	2,039

C O A L .

The year opened with a large stock on hand, which, with a bountiful supply of wood, caused prices to rule low until the close of the shipping season. With light receipts during the year, prices have since advanced about \$1 00 per ton. The quantity on hand cannot be ascertained, but is known to be much smaller than at the same date in 1857.

RECEIPTS OF COAL DURING THE YEAR 1858.

By Lake	tons.....	76,571
" Railroads	tons.....	10,719
Total	tons.....	87,290

RECEIPTS OF COAL FOR FIVE YEARS.

	Tons.		Tons.
1854.....	56,774	1857.....	171,379
1855.....	109,576	1858.....	87,290
1856.....	93,020		

W O O D .

Although less Wood has been received this year than last, prices have ruled lower throughout the shipping season than for many years previous. This was partially owing to the abundant supply and low prices of coal. Since the close of navigation prices have advanced.

The following are the receipts for two years, with sources of supply :

	1857. Cords.	1858 Cords
By Lake.....	79,463	87,074
" Canal	21,592	2,771
" Railroads.....	24,974	6,103
Total.....	126,029	95,948

TRADE AND COMMERCE OF

LAKE FREIGHTS.

From the tables which follow, it will be seen that freights on the Lakes have ruled low. Prices of our great staples have been too near prices in the east, most of the season, to leave much margin for shipment, while the receipts of merchandise, lumber, coal and many other articles which seek this mode of transportation have been comparatively light. In some instances salt has been brought as ballast, and the vessel interest has suffered generally. The tables of lake freights and railroad tariff contain valuable information for those purchasing in our market, as it is a matter of importance to know what it costs to get property to its destination.

WEEKLY RATES OF FREIGHT BY LAKE IN 1858.

		TO BUFFALO.			TO OSWEGO.		TO NEW YORK.		
		Flour per bbl.	Wheat per bush.	Corn, per bush.	Wheat per bush.	Corn per bush.	Flour per bbl.	Wheat per bush.	Corn per bush.
April	8	45	8	.....	12½	.....	.....	.....	.....
	15		7	.....	10	.....	.....	.....	.....
	22		4½	4	.....	.....	.....	.....	.....
	29		3½	.....	.....	.....	.....	.....	.....
May	6		3½	3	7¼	.....	.....	.....	.....
	13	25	4	.....	9	7	70	17	15½
	20	25	4	3½	8	7	70	17	15½
	29	25	3¾	3	8	7	70	16	.....
June	5	25	3½	3	8	7	70	13½	12
	12	20	3½	3	7	6½	60	13½	12
	19	20	4½	4	9	7½	60	14½	13
	26	20	5½	5	8	7½	60	16	14
July	3	20	4½	3½	8½	8	55	16	14
	10	20	5	4½	8½	8	60	16	14
	17	20	4½	4	7½	7	65	15½	14
	24	20	3½	3	7	6½	65	14½	13
	31	20	3½	3	6½	6	65	14½	13
August	7	20	3	.....	6½	6	65	14½	14
	14	20	2½	2	6	6	65	14	12
	21	20	3	2¾	7	6	60	12	11
	28	20	3½	3	7	6	60	13	12
September	4	20	4	3½	7½	7	60	15	14
	11	20	4	3½	7½	7	60	13½	12½
	18	20	3	2½	7	6½	60	13½	12
	25	20	3½	3	7	6½	60	16	14
October	2	20	3½	3½	.....	.....	60	15	13
	9	20	4½	4	8	7½	60	15½	15
	16	25	4½	4	8	7½	65	16½	15
	23	25	4½	4	8	7	70	17	15
	30	25	3½	3	7	6½	70	16	14
November	6	25	3	.....	7	6½	70	16	14
	13	25	3½	3	.....	.....	.....	.....	.....

RATES OF FREIGHT BY THE COLLINGWOOD LINE IN 1858.

		TO COLLINGWOOD.			TO BOSTON.		TO MONTREAL.	
		Flour per bbl.	Wheat per bushel	Corn per bush.	Provisions per ton.	Flour per bbl.	Provisions per ton.	Flour per barrel.
April	1 to May	0 30	0 06	0 05	4 00	1 00	10 00	0 70
May	6 to June	0 25	0 05	0 04	4 00	0 90	10 00	0 70
June	5 to September	0 20	0 05	0 04	3 50	0 85	9 50	0 60
September	18 to October	0 20	0 05	0 04	4 00	0 90	10 00	0 60
October	2 to October	0 22	0 05	0 04	4 00	0 95	10 00	0 65

Few shipments were made during the summer months to New York. Provisions were carried at \$6 50 per ton of 2,000.

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RAILROAD TARIFF FOR FREIGHTS IN 1858.

FROM.	TO DETROIT AND TOLEDO.					TO BUPEALO.					TO NEW YORK.					
	Flour.	Wheat.	Corn.	Beef and Pork.	Dressed Hogs.	Flour.	Wheat.	Corn.	Beef and Pork.	Dressed Hogs.	Live Stock.	Flour.	Wheat.	Corn.	Pork and Beef.	Dressed Hogs.
January 2 to January 9.....	55	28	28	28	50	75	40	40	40	80	.....	1 55	84	84	84	1 80
January 9 to February 21.....	55	28	28	28	50	75	40	40	40	70	.....	1 55	84	84	84	1 50
February 21 to April 3.....	55	25	25	25	2	55	35	35	35	85	.....	5	1 20	70	70	70
April 3 to April 10.....	40	25	25	25	2	45	35	35	35	85	.....	45	1 00	70	70	70
April 10 to April 17.....	40	25	25	25	2	45	35	35	35	85	.....	45	1 00	70	70	70
April 17 to May 15.....	40	25	25	25	2	40	35	35	35	85	.....	45	1 00	70	70	70
May 15 to June 12.....	.....	.....	.....	.....	.....	35	25	25	25	25	.....	40	9 51	51	51	.....
June 12 to July 17.....	.....	.....	.....	.....	.....	35	25	25	25	25	.....	40	85 48 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	.....
July 17 to October 2.....	.....	.....	.....	.....	.....	35	30	30	30	30	.....	40	80 48 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	.....
October 2 to October 23.....	.....	.....	.....	.....	.....	30	30	30	30	30	.....	48	80 48 $\frac{1}{2}$	48 $\frac{1}{2}$	48 $\frac{1}{2}$	.....
October 23 to November 13.....	.....	.....	.....	.....	.....	.....	.....	.....	80	.....	.....	40	.....	.....	51	.....
November 13 to November 27.....	.....	.....	.....	.....	.....	.....	.....	.....	30	.....	.....	40	.....	.....	55 $\frac{1}{2}$	.....
November 27 to December 4.....	.....	.....	.....	.....	.....	.....	.....	.....	30	.....	.....	45	.....	.....	53 $\frac{1}{2}$	.....
December 4 to December 18.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 05	.....	.....	.....	1 40
December 18 to December 25.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1 20	.....	.....	.....	1 40

The following is taken from "Wells Commercial Express" of December 23d :

CHICAGO MARINE.

We give this week a list of the various craft which have plied between Chicago and other lake ports during the past season. It is not quite perfect, a piece of manuscript containing thirteen names having been lost or mislaid. The Marine of Chicago may, therefore, be represented by the following figures:

Steamers.....	6
Propellers.....	55
Barques.....	40
Brigs.....	71
Schooners.....	571
Sloops.....	5
Total	748

In this schedule we do not include the tugs and craft which are employed constantly in the river and harbor.

The number of vessels of all kinds at present engaged in the lake trade we ascertain from the registers of our marine insurance offices, to be 1,658. It will be seen, therefore, that a little less than one-half of the whole marine of the lakes is required to carry on the trade with Chicago. It will be interesting to continue these observations from year to year, and note the expansion of our commercial marine.

NAMES OF STEAMERS AND VESSELS WHICH HAVE RUN BETWEEN THIS AND OTHER PORTS THE PAST YEAR, WITH THE TONNAGE OF EACH.

Steamers.	Fame,	Pilgrim,	Berlin,	260
Arctic.	867 Fontanelle,	370 Portland,	250 Bay State,	340
Traveler,	603 Gibraltar,	386 Roscius,	318 Bonnie Doon,	348
Planet,	1153 Great West,	765 Ramsay Crooks,	238 Blue Bell,	150
Lady Elgin,	1032 Grace Greenwood,	377 Rio Grande,	276 Barbarian,	37
Huron,	348 Hungarian,	365 Robert Hollister,	273 Coral,	210
Cleveland,	348 Indiana,	354 Robert Burns,	307 C. North,	151
Propellers.	514 Joseph Cochrane,	326 Sir Charles Napier,	342 Caroline A. Simpson,	220
Adriatic,	Jesse Hoyt,	472 S. F. Gale,	266 Charmer,	218
Acme,	John Sweeney,	418 St. Louis,	210 Cascade,	335
Buffalo,	663 Mary Stockton,	347 Saxon,	285 Columbia,	168
Buckeye,	762 Malta,	432 Shakespeare,	268 Cygnet,	95
Bay State,	366 Nucleus,	329 Sultan,	267 Carrington,	276
Concord,	372 Norman,	345 Susan A. Clark,	180 Cairo,	355
Colonist,	457 Northern Light,	256 Venice,	254 Convoy,	367
C. Mears,	330 Northern Light,	360 Wm. Trent,	547 Curlew,	275
Chicago,	272 Republic,	392 Waurecan,	371 Collingwood,	379
Cuyahoga,	758 Sarah A. Marsh.	340 W. Lewis.	315 Charlotte,	107
Bubuqe,	601 Sovereign of the Lakes,	366 Young America,	346 Champion,	205
Dacotah,	384 Sunshine,	516	Calcutta,	120
Evergreen City,	698 S. D. Woodruff,	Schooners.	Contest,	379
F. W. Backus,	624 Sonora,	368 Almira,	76 Circassian,	366
Free State,	281 Tornado.	333 Arkansas,	239 Col. A. B. Williams,	242
Fountain City,	768 Water Witch,	430 A. Shepard,	.... Charles H. Walker,	373
Galena,	820 Waverly,	344 Andromeda,	207 Curtis Mann,	396
Globe,	690 Wm. Sturges,	364 Adda,	273 Colonel Shepard,	40
Hunter,	1223	Arcturus,	412 C. Goodell,	....
Iowa,	680 Algoma,	Alexander,	426 Citizen,	149
Indiana,	981 Acadia,	320 Augustus Ford,	253 Calvin Snell,	277
J. Barber,	349 A. Mitchell,	283 A. Baensch,	148 Cnyahoga,	322
Kenosha,	263 Banuer,	280 A Medbery,	226 C. Reeve,	279
Kentucky,	645 Bay City,	431 A. Scott	381 C. B. Nichols,	....
LaCrosse,	366 Baltimore,	424 Arctic	257 Clifton,	165
Montezuma,	384 Black Hawk,	193 Antelope [Vicksburg]	89 Caroline Marsh,	306
Missonri,	322 Commerce,	384 Ayr	304 Clyde,	307
Montgomery,	588 Castalia,	445 A. E. Marsiliot	129 Col. Glover,	106
Mohawk,	879 Canopus,	241 Anna Craig	238 Charles Sumner,	250
Mendota,	789 C. B. Blair,	386 Advance	268 Cuba,	295
Michigan,	704 Champlain,	212 Active,	127 Caledonia,	130
Milwaukee,	352 Columbia,	270 A. J. Rich,	374 Comet,	478
Mayflower,	616 Cumberland,	177 Arrow, [Erie]	281 Cape Horn,	....
Nile,	623 C. I. Hutchinson,	195 Acontias,	372 Corinthian,	368
Ontario,	650 C. P. Williams,	341 Aldebaran,	308 Correspondent,	294
Ottawa,	76 E. W. Cross.	434 Alvin Clark,	218 Challenge,	247
Oriental,	315 Empire State,	412 Africa,	254 C. Harrison,	....
Ontonagon,	560 Enterprise,	396 Arab,	204 Charley Hibbard,	210
Ogontz,	343 Fashion,	225 Anna C. Raynor,	362 Cornelia,	359
Ogdensburg,	352 F. B. Gardner.	282 A. P. Dutton,	.... Carthagenia,	....
Prairie State,	352 Fanny Gardner,	460 Altair,	413 Col. H. S. Fairchild,	378
Plymouth,	846 Globe,	327 Albatrioss.	234 Charles G. Griswold,	354
Potomac,	818 Geneva.	322 Amelia, [Chicago]	343 Charles Y. Richmond,	229
Portsmouth,	525 Gen. Worth,	240 Antelope, [Chicago]	270 Clipper City,	180
Pittsburgh,	60 Greyhound,	257 Algerine,	381 Denmark,	237
R. H. Foss,	257 H. Bright,	367 Abigail,	176 Delos De Wolf,	407
Racine,	715 H. R. Seymour,	.... Augusta,	351 Die Vernon,	414
Sun,	649 Helfenstein,	246 Athenian,	372 Dispatch,	263
St. Joseph,	649 Hampton,	329 Amelia, [Racine]	342 Dane,	361
Tonawanda,	.... Samuel Hale,	238 Arabella,	86 Dan Tindall,	411
Troy,	822 Lowell.	293 Autocrat,	345 D. O. Dickinson,	384
Whitby,	341 John Young.	256 Ashtabula,	183 Diomedia	....
Wisconsin;	361 J. H. Harmon,	198 A. Bradley,	251 Dardanelles,	308
Wenona,	362 R. H. Rae.	275 A. E. Hart.	455 Dreadnought,	412
Young America.	688 J. G. Deshler,	331 Augustus Handy,	342 Dauntless,	438
	359 John Rae,	373 Anne Tuorine,	92 Darien,	298
Barques.	Mariner,	268 Albany,	144 Dan Marble,	214
America,	347 Mahoning,	375 Arrow, [Chicago]	72 D. R. Holt,	45
Allies,	379 Michigan,	259 Alpha,	66 Evelyn,	54
Arabia,	390 Montezuma,	.... Belle,	159 Ethan Allen,	339
Adriatic,	382 Mechanic,	284 Belle Sheridan,	256 Energy,	302
B. S. Shepard.	504 Mohegan,	40 Bay Quinte,	155 Eureka,	216
B. A. Stanard,	603 Missouri,	248 Baltic,	100 Eclipse,	230
Clayton,	381 Mary.	153 Belle City.	168 Experiment,	51
Churnbusco,	255 New York,	247 B. R. Lummis.	.... Echo,	253
Canada,	660 N. M. Standart,	303 Buena Vista, [Sheboygan]	174 Excelsior,	247
City of Ogdensburg,	348 Orkney Lass,	480 B. Parsons,	364 E. L. Baker,	....
Danube,	369 Ocean Eagle,	378 B. F. Wade.	173 E. Henderson,	118
David Morris,	388 Ontario,	281 Belle Walbridge,	355 Eliza Logan,	369
DeSoto.	583 Potomac,	123 Baltic, [Buffalo]	369 Eagle Wing,	358
E. B. Morgan,	310 Powhattan,	188 Buena Vista, [Mil.]	222 E. C. Roberts,	391
		234 Big Z,	168 Emma,	16

THE CITY OF CHICAGO.

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E. S. Adams,	407	H. H. Brown,	257	Laurel,	82	Orion,	863
E. C. L.,	360	H. L. Whitman,	295	Live Yankee,	260	Odin,	173
Elbe,	87	Heligoland,	....	Lady Jane,	147	Ocean,	122
Essex,	263	Hard Times,	....	Lady of the Lakes,	317	Oliver Culver,	392
Exchange,	375	H. N. Farnham,	302	Lone Star,	388	Powhattan,	....
Eli Bates,	365	Hamlet,	201	L. M. Mason,	340	Plover,	880
Evelin Bates,	324	H. C. Winslow,	362	Little Gem,	Perseverance,	294	
E. S. J. Bemis,	294	Hirondale,	90	L. B. Crocker,	284	Plymouth Rock,	244
E. Cramer,	160	Hugh Barclay,	389	Lizzie Throop,	123	Petrel,	106
E. G. Gray,	166	Helen Kent,	140	Liberty,	....	Patrick Henry,	230
E. M. Shoyer,	156	H. N. Gates,	168	Millard Fillmore,	385	Pacific [Racine]	111
Eleanor,	278	Harriet Ann,	115	Maria F. Johnson,	267	Preble,	217
Enterprise,	296	Hurricane,	381	Mary Collins,	360	Prairie State,	....
Ellen Pike,	76	Huntress,	354	M. McNair,	226	Parmelee,	....
El Tempo,	313	H. Rand,	136	Montezuma,	278	Pilgrim [Chicago]	228
Flora Watson.	296	Hannah Selima,	77	Messenger,	353	Poland,	234
Flying Cloud [Clayton],	369	Honest John,	117	Monteagle,	305	Pauline,	210
Free Democrat,	54	International,	389	Milwaukee Belle,	365	Phalarope,	371
Fred Hill,	268	Illinois [Chicago],	110	M. S. Scott,	356	Pilgrim,	228
Fairfield,	228	Indnstry,	92	Mary Ann Rankin,	126	Pacific [Chicago]	462
Fremont,	288	Ithaca,	200	Middlesex,	396	Persia,	130
Freeman,	190	Island,	....	Magrietta,	108	Pine Forest,	183
Flight,	249	Imperial,	437	Mars,	....	Pioneer,	88
Freedom,	52	Illinois,	120	Miranda,	218	P. Hayden,	167
Florence,	120	Island Queen,	257	Merrimac,	269	Peoria,	226
Fox,	405	Ironsides,	332	Melrose,	267	Palmetto,	240
France,	....	J. S. Harvey,	299	Manitowoc,	....	Persian,	345
Fashion,	226	Jane Louisa.	131	Major Kirby,	96	Pilot [Ashtabula]	180
Forester,	107	James Christie,	160	Mary Morton,	264	Parakes,	....
Fulton,	860	Jessie.	....	Maple Leaf,	299	Queen City,	368
Forfar,	170	John Weeden,	296	Massillon,	397	Queen of the Lakes,	337
Fish Hawk,	35	Josephine Lawrence,	110	Morning Light,	331	Queen o the West,	292
Falcon,	179	John S. Reid,	188	Miami Belle,	372	Quickstep,	265
Farmer,	102	James Naval,	....	Monticello,	380	Racer,	377
Frances,	120	J. Beard,	236	Mary (Chicago),	94	Ruby,	116
Fisher,	95	J. L. Ross,	....	Mazeppa,	391	Return,	848
Fanny and Floy,	143	J. S. Wallace,	97	Mermaid.	200	Richard Mott,	297
Freemason,	....	Josephine Dresden,	116	M. Ballard,	288	Rover,	....
George Davis,	239	J. C. Riggs,	171	M. G. Bonested,	105	Republican,	334
Gerrit Smith,	887	J. & A. Stronach,	149	Main,	194	Raleigh,	212
Gen. W. Scott,	256	J. Harbridge	159	Muskegon,	109	Rapid,	261
G. L. Newman,	812	J. Hibbard,	95	Mousoon,	190	Roman,	207
Grapeshot,	369	Jupiter [St. Jo]	....	Miami,	382	Runner,	....
Gazelle,	103	J. P. Kirtland,	....	Mt. Vernon (Chicago),	225	Rocket,	478
George F. Foster,	123	J. F. Tracey,	203	Matt Root,	387	Rainbow,	342
Gamecock,	255	J. M. Jones,	156	Mary (Port Huron),	212	Racine,	237
Genoa,	193	J. Oades,	143	Metropolis,	389	Reciprocity,	315
Globe,	50	Josephine,	388	Meridian,	244	Roanoke,	161
G. Worthington,	350	J. H. Tiffany,	367	Magic,	100	Resolute,	339
George Thurston,	394	Juniette Patten,	260	Marshfield,	282	Rival,	331
Granada,	307	J. Fretter,	97	Marquette.	283	R. Campbell,	233
Gertrude [Manitowoc],	98	Japan,	248	Mary B. Hale.	360	Russel Dart,	297
George Steel,	350	Johnson, C. N.,	....	M. Courtright,	389	Rose Douzman,	133
G. D. Dousman,	369	J. S. Newbonse,	573	Mark H. Sibley,	250	R. G. Winslow,	499
Gem [white]	85	John Lillie,	....	Mary M. Scott,	342	Rambler,	130
Guide,	168	John L. Gross,	352	Mariner,	159	St. Helena,	297
G. L. Able,	....	Joseph Grant,	398	Minnesota,	216	Sir William Wallace,	44
Grey Eagle,	380	John H. Drake,	350	Mary (St. Jo.)	94	S. J. Holley,	265
Gulielma,	167	John Thrsey,	360	Mt. Vernon [Newark],	....	St. James,	302
Grand Turk,	....	Jupiter [Buffalo],	372	Magnet,	100	Sweepstakes,	457
Garden City,	329	J. E. Sutherland,	98	Muskingum,	382	S. Robinson,	312
Geraldine,	303	Jo Vilas,	218	Midnight,	382	Summit,	318
Gertrude [Detroit],	369	Kewaxcum,	107	Nicaragua,	813	St. Paul,	303
George W. Holt,	381	Kenosha,	377	Northern Belle,	357	Sophia.	....
G. R. Roberts,	119	Ketchum,	208	Norwegian,	390	St. Albans,	364
Gold Hunter,	386	Kitty Grant,	65	Nightingale,	423	Smith,	....
G. C. Drew,	130	Kate L. Bruce,	310	North Star,	269	Snaquehana,	270
Gem [black],	306	Kate Robinson,	310	N. P. Goodel,	252	S. G. Beemis,	....
Gipsy,	181	Koessuth,	213	Nonpareil,	305	Sirius,	256
Gesine,	119	Kate Richmond,	328	Napoleon,	149	San Jacinto,	367
Grace Murray,	354	Lookout,	314	New Hampshire,	99	Stella,	177
Harriet Ross,	229	Lncy Raab,	257	North Carolina,	141	Souvenir,	70
Home,	....	Little Belle,	158	New London,	330	Susan Clark,	180
Hero,	80	Lenoir	....	Norway,	236	Syracuse,	301
Home [Chicago],	127	Lamplighter.	....	Osprey,	247	Sea Lark,	....
Henry Norton,	153	L. B. Shepard,	290	Ontario,	237	Star of Hope,	368
H. E. Mussey,	284	Leader,	839	Ontonagon,	260	Sarah Hibbert,	243
H. Spencer,	125	Lavinia,	199	Ostrich,	365	S. H. Lathrop,	857
Harvest [Clev.],	306	Louisa,	338	Octavia,	138	Sea Witch,	100
Harvest [Sheboygan],	....	Levant,	167	Onward.	342	Sea Bird,	381
Henry Hagar,	238	Luncy J. Latham,	299	Ocean Wave,	308	Shickluna,	240
Hamilton,	205	Live Oak,	219	Oriole,	403	St. Andrew,	260

TRADE AND COMMERCE OF

Shook,	361	Tricolor,	48	Union [Chicago]	75	Wm. Aldrich,	137
Spartan,	92	Titan,	366	Uncle Tom,	296	W. S. Nelson,	378
Saranac,	38	Torrent,	411	Vermillion,	296	Wm. H. Hinsdale,	50
Storm King,	375	Tuscola,	233	Venus,	79	Wm. Jones,	210
Seventy-Six,	.....	Telegraph [G. H.]	102	Valerian,	341	Wollin,	47
Sophia Smith,	366	Telegraph, [Con.]	276	Vanguard,	392	White Squall,	315
Surprise,	294	Tempest, (Mil.)	209	White Cloud,	272	Wm. Fisk,	401
Sasco,	390	Tartar,	252	Wellington,	298	Walrus,	377
Speed,	146	T. Baker,	294	Wyoming,	221	Welland,	191
Sea Star,	120	Tom Dyer,	299	Wyandotte,	452	Wm. G. Grant,	356
Storm Spirit,	223	Theresa,	327	Wild Rover,	290	Wm. H. Sanderson,	385
St. Mary's	268	Three Sisters,	275	Warren,	115	Wm. II. Craig,	390
St. Lawrence,	134	Traveler, [Detroit]	266	William Tell,	97	York State,	388
S. G. Andrews,	251	Toledo,	85	Wm. Foster,	.....	Yankee Blade,	350
S. Bates,	173	Transport,	205	Wayne,	80	Yorktown,	371
Sir E. W. Head,	338	T. P. Handy,	234	Wave,	385	Zenobia,	387
S. B. Pomeroy,	531	Two Charlies,	119	Wm. F. Allen, jr.	385	Zodock Pratt,	370
Sandusky,	70	Twin Brothers,	283	W. H. Willard,	168	Sloops.	
Scotland,	187	Thos. Kingsford,	375	Wm. B. Ogden,	358	Erie,	63
Storm,	54	T. Y. Avery,	350	Wm. Case,	378	Savannah,	30
Shanghai,	187	Tracy, J. Bronson,	381	Wm. H. DeWitt,	248	Traveler,	.....
Starlight,	404	Traveler, [Manitowoc]	182	Wings of the Morning.	340	Wunx,	41
Tarrynot,	255	Transit,	121	Wings of the Wind,	370	Planet,	198
Tempest, [Chicago]	56	Three Bells,	305	Whirlwind,	167		
Thornton,	355	Union [Racine]	377				

VESSELS LAID UP IN CHICAGO, WITH THEIR TONNAGE.

Steamers.		Three Mast Sch'nr's.					
Archimedes, tug		Berlin,	260	Amelia,	343	Geo. W. Holt,	318
Arctic,	867	Col. H. S. Fairchild,	878	Augusta,	351	Gem,	306
Cleveland,	514	E. S. Adams,	407	Autocrat	345	Grace Murray,	354
Huron,	348	Essex,	263	A. E. Hart,	455	Gertrude,	369
Lady Elgin,	1037	E. C. L.,	360	Altair,	413	Grapeshot,	369
Planet,	1,153	Geraldine,	343	Arrow,	281	Gipsey,	181
Traveler,	603	Lady of the Lake,	317	Albatross,	234	Harriet Ross,	229
		Marquette,	283	A. Bradley.	251	Helen Kent,	144
		Massillon,	397	Anna Thorne,	92	H. Rand,	136
Propellers.		Octavia,	138	Ashtabula,	133	Huntress,	354
Cuyahoga.	601	Oliver Culver,	392	Augustus Handy,	342	Hero,	80
Evergreen City,	624	Ocean Wave,	308	Algerine,	381	Hugh Barclay,	389
F. W. Backus,	281	Pacific,	462	Abigail,	176	H. N. Gates,	168
J. Barber,	623	R. G. Winslow,	499	Barbarian,	351	Ironsides,	332
Mayflower,	552	S. B. Pomeroy.	531	Blue Bell.	150	John Thursby,	360
Michigan,	343	Sir E. W. Head,	338	Bonnie Doon,	348	J. E. Sutherland,	98
Ogontz,	560		320	Bay State,	349	Japan,	245
Ontanagon,	259		280	Curlew,	275	John L. Gross,	352
R. H. Foss,	822		431	Convoy,	369	James Grant,	398
Tonawanda,	359		324	Cairo,	355	J. S. Harvey,	299
Young America,			280	Circassian,	366	John Weeden,	296
Tugs.				Collingwood,	379	John S. Wallace	97
A. Foster			324	Carrington,	276	J. S. Newhouse	873
America			195	C. G. Griswold,	354	J. H. Drake	350
Dime,			212	Charlette,	107	Jupiter	372
Follett,			177	Carthagenia,		Island Queen	257
Hiram Perry,			484	Calcutta,	120	J. H. Tiffany	367
H. Warner,			341	Charley Hubbard,	210	Kate L. Bruce	310
J. E. Mulford,			279	Champion,	205	Kenosha	377
S. G. Chase,			412	Col. Johnson,	375	Live Yankee	260
Salvor,			896	Contest,	379	L. B. Crocker	284
W. McQueen,			466	Cornelia,	359	Lone Star	383
Ward,			282	Denmark,	237	Lady Jane	147
W. Cushing,			829	Dan Marble,	214	Live Oak	219
Barques.			240	M. Ballard,	298	L. M. Mason	340
Allies,	379	H. R. Seymour,	329	Darien,	298	Lucy J. Latham	299
America,	807	John Young,	246	Dauntless,	438	Lizzie Throop	123
B. A. Standard,	603	Lowell,	193	Eleanor.	278	Metropolis	359
B. S. Shepard,	509	Montezuma,	256	E. M. Shoyer,	156	Magic	100
City of Ogdensburg,	340	Mary,	284	E. G. Gray,	166	M. Courtwright	389
David Morris,	383	Missouri,	247	Enterprise,	296	Mark H. Sibley	250
Danube	369	New York,	153	Evelyn Bates,	324	Monsoon	190
E. B. Morgan,	310	Orkney Lass	303	Exchange,	375	Matt Root	387
Fontainelle,	270	Portland,	378	E. Cramer,	160	Minnesota	216
Grace Greenwood.	377	Powhattan,	250	E. S. J. Bemis,	294	Mary	94
Gibraltar,	377	Pilgrim,	234	Elbe,	87	Muskiugum	382
Hungarian,	386	Robert Burns,	242	Ellen Pike,	76	Miami	382
Indiana,	363	Roscius	307	Eli Bates,	365	Marshfield	282
Norman,	354	Ramsey Crooks,	318	Fulton,	360	Mount Vernon	225
Republic,	345	Susan A. Clark,	238	Fisher,	95	M. G. Bonesteel	105
Sarah A. Marsh,	392	Wm. Treat.	18	Forfar,	170	Midnight	382
Waverly,	340		547	Fish Hawk,	35	Muskegan	109
William Sturgess,	344	Arabella,	66	Geo. F. Foster,	123	Magnet	100
	364	Athenian,	372	Gamecock,	255	Moselle,	331
				Gazelle,	103	Mariner,	159
Schooners.							

THE CITY OF CHICAGO.

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Mary M. Scott,	342	Queen of the Lakes,	337	Speed,	146	Warren,	113
Maine,	194	Rival,	331	S. Bates,	173	Wyoming,	221
Mary,	212	Reciprocity,	315	S. Mary,	268	W. S. Nelson,	378
New London.	339	Roanoke,	161	S. G. Andrews,	256	Scows,	
North Carolina,	141	Resolute,	339	Sophia Smith,	366	Antelope,	270
New Hampshire,	99	Russell Dart,	297	Thornton,	355	Amelia,	—
Oriole,	403	R. Campbell,	233	Tarrynot,	265	Cygnet,	95
Onward,	342	Racine,	237	T. Y. Avery,	350	D. R. Holt,	45
Orion,	368	Storm King,	375	Telegraph.	102	Genoa,	193
Odin,	173	St Lawrenoe,	134	Tracy J. Bronson,	381	G. C. Drew,	130
Pilot,	180	Scotland,	187	Torrent,	411	Hannah Selima,	71
Persian,	345	Sasco.	390	Tempest,	209	Harriet Ann,	115
P. Haydeu,	167	Surprise,	294	Titian,	366	Kewaxcum,	107
Persia,	130	Saracac,	38	Valeria,	341	Sea Star,	120
Phalarope,	371	Spartan,	92	Wild Rover,	290	Tempest,	56
Palmetto,	340	Shook,	361	Wyandotts,	452	William Tell,	97
Peoria,	226	St. Andrew	260	White Cloud,	272		
Queen City,	368	Storm Spirit,	223	Wellington,	298		

ILLINOIS AND MICHIGAN CANAL.

We are indebted to Andrew C. Butler, Esq., of the Canal Office, for the following statistics:

CANAL STATISTICS FOR 1858.

	Amount of Tolls.	Canal Opened.	Canal Closed.		Amount of Tolls.	Canal Opened.	Canal Closed.
1854.....	\$89,375 84	March 15	December 2	1857.....	\$106,352 48	May 1.	Nov. 20
1855.....	93,873 93	April 3	" 12	1858.....	95,183 67	April 1	" 25
1856.....	76,184 91	" 8	" 4				

RECEIPTS OF A FEW OF THE PRINCIPAL ARTICLES.

	1854.	1855.	1856.	1857.	1858.
Flour, bbls.	17,621	13,312	10,597	12,931	57,708
Pork "	20,854	6,753	5,494	2,787	2,118
Barley, bus.	641	204	634	2,692	7,165
Corn, "	4,472,505	3,712,098	5,378,834	4,122,605	4,728,693
Oats, "	1,659,918	1,021,846	671,988	366,739	368,312
Rye, "	5,129	5,139	5,681	2,213	9,372
Wheat, "	278,257	924,723	830,503	885,631	919,754
Bacon, lbs.	2,050,399	170,565	660,086	301,758	374,043
Coal, "	3,676,800	9,560,010	7,796,838	13,271,602	6,727,500
Hams, "	2,584,927	1,505,043	1,094,717	1,093,440	665,038
Seeds, "	924,924	218,220	520,023	162,751	758,264
Lard, "	2,877,121	438,472	797,827	32,700	589,445
Molasses, lbs.	2,392,208	2,233,720	1,192,625	466,350	364,260
Sugar, lbs.	11,303,547	5,486,276	1,204,253	1,714,961	778,858
White Lead, lbs.	234,117	317,270	167,538	425,012	88,924

SHIPMENTS OF A FEW OF THE PRINCIPAL ARTICLES.

	1854.	1855.	1856.	1857.	1858.
Salt, bbls.	6,792	25,831	14,371	11,578	19,476
Lath, ps.	14,082,875	15,013,100	11,874,960	14,118,275	15,901,500
Shingles, ps.	52,932,681	41,251,250	23,355,250	20,131,250	51,507,750
Lumber, ft.	57,268,856	73,665,938	68,742,848	78,328,982	78,556,568
Siding, "	9,199,488	7,164,558	5,460,584	4,923,584	4,070,149

WEIGHT OF THE FOLLOWING ARTICLES, AS ESTABLISHED BY LAW:

Shelled Corn.....	56 lbs	Blue Grass Seed.....	14 lbs
Corn in the Ear	70 "	Buckwheat	52 "
Wheat .....	.60 "	Dried Peaches	33 "
Rye .....	.56 "	Dried Apples	24 "
Oats .....	.39 "	Onions	57 "
Barley .....	.48 "	Salt	50 "
Irish Potatoes.....	.60 "	Stone Coal	80 "
Sweet Potatoes.....	.55 "	Malt	38 "
White Beans.....	.60 "	Bran	20 "
Castor Beans.....	.46 "	Turnips .....	.55 "
Clover Seed.....	.60 "	Hair [plastering]	8 "
Timothy Seed .....	.45 "	Unslacked Lime .....	.80 "
Flax Seed.....	.56 "	Corn Meal .....	.48 "
Hemp Seed.....	.44 "	Fine Salt .....	.55 "

CONCLUSION.

It was not intended, in giving the foregoing report, to boast of our trade, but simply to give correct figures, showing our business for the past year; but as it seems not to be generally known that our grain trade exceeds that of any other Western city, we give the following for the benefit of those not aware of the fact.

Like Cincinnati, we have an objection to draw comparisons between this and other Western cities, and only do so now as she has thrown the gauntlet.

The last annual statement by the Chamber of Commerce, dated August 31, 1858, of "The Trade and Commerce of Cincinnati," gives the following as the imports of that city for the year then ended:

	Bush.
Barley.....	400,967
Corn.....	1,090,236
Oats.....	598,950
Rye.....	64,358
Wheat.....	1,211,548
Flour (reduced to Wheat)	3,166,590
Grain in Pork.....	23,571,185
Grain in Whisky.....	7,978,000
Total.....	38,081,829

As they remark in that statement, "Chicago has the reputation, and justly so," of being a great mart of agricultural produce. Chicago also has the reputation (and justly so), which she has enjoyed for years, of being the largest primary grain market in the world. It is easy to demonstrate, by taking the same ingenious method of reducing hogs and whisky to grain which is taken by Cincinnati, that we outstrip even that city in our imports. It must be somewhat humiliating to our sister city, when striving, by exaggerated statements and incorrect comparisons, to sustain her former pre-eminence as an agricultural city, to see her rival of only a few years growth far outstretching her in receipts of the products of the soil; yet we do not consider it anything to boast of, when we take into consideration the natural advantages of the two States of which Cincinnati and Chicago are the acknowledged commercial emporiums, and the relative locations of the cities themselves.

It must be expected that Ohio, although at least thirty years older in settlement, must make slow progress, compared with Illinois, in increasing her agricultural products, when the difficulties in making farms in heavy timbered countries are taken into consideration, while Cincinnati, from her position, commands the trade of a small extent of country, compared with Chicago. Nature has done everything that is necessary for Illinois to make her "excelsior" as an agricultural domain, while Chicago, from her position, and connections by lake, canal and railroads, commands the trade of an extent of country controlled by no other city, and nowhere surpassed by the richness of its soil.

THE CITY OF CHICAGO.

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Below we give imports for 1858, after the Cincinnati plan:

	Bush.
Flour (reduced to Wheat).....	2,610,685
Wheat	9,639,614
Corn.....	8,252,641
Oats	2,313,597
Rye.....	71,012
Barley	418,812
Grain in Highwines Received.....	490,105
Grain in Pork—109,506,800 lbs.....	19,554,786
Hogs driven (not included in the above).....	357,125
(“Now, it is stated, upon the best authority,” that it takes 12 bushels of corn to make 100 lbs. of beef, taking our cattle from the time they were calves until they are fit for “Chicago Mess Beef.”)	
We have received by Railroad.....	119,534
Driven to Chicago.....	21,000
Total number received.....	140,534
Calculating these at 500 lbs. each (which is a small average), they would give in Grain	8,432,040
Total No. of bushels.....	52,135,417
Claimed by Cincinnati.....	38,081,829
Excess in favor of Chicago—bushels.....	14,053,588

As Cincinnati and St. Louis both claim pre-eminence in the grain trade of the West, a comparative statement of receipts at those cities and Chicago, after the *correct method*, may be interesting:

RECEIPTS OF GRAIN AT CINCINNATI, ST. LOUIS AND CHICAGO IN 1858.

CINCINNATI.	ST. LOUIS.	CHICAGO.
Flour (reduced to Wheat).....	1,861,196	2,610,685
Wheat	3,835,759	9,639,614
Corn.....	900,000	8,252,641
Oats.....	1,690,562	2,313,597
Rye.....	46,198	71,012
Barley	406,000	418,812
	8,789,715	23,301,361
Chicago over Cincinnati and St. Louis combined.....		8,029,002

LIST OF MEMBERS.

NAMES OF MEMBERS	STYLE OF FIRM	STYLE OF BUSINESS	BUSINESS LOCATION.
Aiken E.....	Aiken & Norton.....	Bankers.....	48 S. Clark st.
Alexander T. W.....	T. W. Alexander & Co.....	Produce Commission Merchant.....	1823 S. Water st.
Arniour George.....	Munger & Armour.....	Grain Elevator.....	Foot Franklin st.
Atwater S. T.....	S. T. Atwater.....	Insurance Agent.....	S. Water, cor Clark st.
Adams J. Q.....	B. Adams & Co.....	Millers.....	180 N. Water st.
Adams G. P.....	B. Adams & Co.....	Millers.....	180 N. Water st.
Anderson P.....	P. Anderson.....	Commission Merchant.....	Cor. La Salle and S. Water sts.
Adsit J. M.....	J. M. Adsit.....	Banker.....	39 S. Clark st.
Armstrong John.....	John Armstrong.....	Produce and Com. Merchant.....	297 N. Water st.
Ackley Benjamin.....	B. Ackley.....	Coal Dealer.....	W. Water, bet Randolph and Wash.
Avery T. M.....	T. M. Avery & Co.....	Lumber Dealer.....	Cor. Canal and S. Water sts.
Adams B.....	B. Adams & Co.....	Millers	180 N. Water st.
Ash J. N.....	J. N. Ash.....	Produce and Com. Merchant.....	S. Water, cor. Clark st.
Akers W. B.....	Akers & Beers.....	Produce Commission Merchants.....	115 Kinzie st.
Ball P. H.....	Ball & Griffin.....	Produce Commission Merchants.....	S. W. cor. Clark st.
Brine William.....	William Brine.....	Produce Baker.....	S. W. cor. La Salle st.
Beebe T. H.....	Thomas H. Beebe.....	Lumber Dealer.....	Orden's Slip, Archer road.
Bruce E. A.....	E. A. Bruce.....	Produce Commission Merchant.....	158 S. Water st.
Baker P.....	P. Baker.....	Produce Broker.....	6 Hilliards block.
Burrell Isaac.....	Isaac Burrell.....	Produce Commission Merchant.....	62 Lake st.
Burton H.....	Horace Burton.....	Produce Commission Merchant.....	N. Jefferson, cor Owen st.
Butler S. H.....	S. H. Butler	Produce and Provision Broker	S. Water, cor Clark st.
Brayton H. A.....	H. A. Brayton.....	Grain Dealer.....	S. Water, cor Clark st.
Buckingham F. W.....	F. W. Buckingham.....	Broker	156 Lake st.
Brodie J.....	John Brodie & Co.....	Produce Commission Merchants.....	13 La Salle st.
Barnes C. H.....	Woods & Barnes	Produce Commission Merchants.....	261 Kinzie st.
Brown J. E.....	J. E. Brown.....	Grain Dealer.....	S. Water, cor Clark st.
Brown W. W.....	W. W. Brown.....	Produce Commission Merchant.....	131 N. Water st.
Brainard W. N.....	W. N. Brainard.....	Produce Commission Merchant.....	10 S. Clark st.
Beers J. M.....	J. M. Beers.....	Produce Commission Merchant.....	211 Kinzie st.
Butterfield P.....	At J. J. Richards.....	Produce Broker	S. Water, cor. Clark st.
Bacon M. S.....	H. Bacon & Co.....	Produce Commission Merchants.....	163 Kinzie st.
Burt A. S.....	Burt & Higgins.....	Produce Commission Merchants.....	33 N. Dearborn st.
Briggs C.....	Ewing, Briggs & Co.....	Wholesale Grocers	16 River st.
Bunker Jr., C.....	Culver & Bunker.....	Produce and Com. Merchants	158 S. Water st.
Blatchford E. W.....	Lead Pipe, Sheet & Bar Lead Works N. Clinton, cor. Fulton st.	Produce and Com. Merchants	Dickinson, Park & Buel.....
Sue David.....	Produce Commission Merchants.....	Produce Commission Merchants.....	156 S. Water st.

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Butters W. A.	Auction and Com. Merchants.....	76 S. Dearborn st.
Bogne O. A.	Produce Commission Merchants.....	Foot S. Water st.
Bush G. A.	Lumber Dealers.....	1 Kinzie st.
Bates Eli.	Grain Dealers.....	90 S. Water st.
Bronson T. J.	Wholesale Hardware Merchants.....	176 Lake st.
Barber F. E.	Lumber Dealers.....	Cor. Twelfth and Lumber sts.
Bair William	Produce Commission Merchants.....	21 W. Randolph st.
Barton C. B.	Prod., Com. and Forw'ding Mer....	Foot N. La Salle st.
Bottsford H.	Produce Commission Merchants.....	158 S. Water st.
Clary Stephen.	Produce Commission Merchants.....	230 Kinzie st.
Culver B. F.	Produce Commission Merchants.....	216½ S. Water st.
Catlin J. S.	Produce Commission Merchant.....	163 Kinzie st.
Coe W. V.	Produce Commission Merchant.....	Douglas av., cor Palo Alto st.
Culver Robert.	Distiller.....	158 S. Water st.
Curtiss C. H.	Produce and Com. Merchants.....	S. Market, or Madison st.
Culver C. E.	Agent American Transp. Co	36 State st.
Chase C. E.	Produce Commission Merchants.....	Cor. S. Water and Clark st.
Cole E. W.	Agent A. & M. J. Sherwood	Lake, cor. La Salle st.
Champlin J. W.	J. W. Champlin.....	S. Water, cor. Clark.
Cook J. B.	J. B. Cook.....	Office, S. Water, cor. Clark.
Carver B. F.	B. F. Carver.....	Distiller.....
Carter S. B.	S. B. Carter.....	Produce Commission Merchants.....
Crosby U. H.	U. H. Crosby.....	22 S. Market st.
Chamberlain B. L.	Geo. W. Perkins & Co.....	Produce Commission Merchants.....
Cobb E. W.	E. W. Cobb.....	Produce and
Collins G. E.	G. E. Collins	“ “ “
Curtiss Jacob S.	J. S. Curtiss.....	“ “ “
Clapp C. W.	C. W. Clapp.....	Flour and Produce.....
Crosby L. B.	L. B. Crosby	Commission Merchant.....
Chadbourne A. S.	How & Chadbourne	147 S. Water st.
Cheasboro J. W.	J. W. Cheasboro	212 S. Water st.
Chapin John P.	Chapin, Huribut & Co.....	Office at Samuel Howe's.
Campbell L. C.	“ “ “	Produce, Commission & Forwarding S. Water, cor. S. La Salle st.
Dallaba J. E.	D. Howard Smith & Co	“ “ “
Dole C. S.	C. S. Dole & Co.....	Produce Commission Merchant.....
Dole Jas. H.	“ “ “	S. Water, foot State st.
Dickinson A. F.	Dickinson, Parke & Buel	158 S. Water st.
Dickinson E.	C. Dickinson & Co.....	“ “ “
Dinsmore E. W.	E. W. Densmore & Co.....	Coal and Wood Dealer.....
Davidson B. F.	B. F. Davidson	“ “ “
Dow A.	Dow, Hurd & Co.....	Millers
		Marine Inspector & Com. Merch't Cor. S. Water and Clark st.
		Produce Commission Merchants... 156 S. Water st.

LIST OF MEMBERS.—Continued.

TRADE AND COMMERCE OF

NAMES OF MEMBERS	STYLE OF FIRM.	STYLE OF BUSINESS.	BUSINESS LOCATION.
Davis C. J.	Davis, Pope & Co.....	Produce Commission Merchant....	172 N. Water st.
Dickinson A. P.	A. P. Dickinson	Brewer	Cass, cor. Michigan st.
Dickinson G. D.	Dickinson & Cole.....	Produce Commission Merchants	161 S. Water st.
Durand J. M.	Durand, Bros., & Powers.....	Wholesale Grocers	22 River st.
Dickinson D. O.	D. O. Dickinson.....	Produce Dealer.....	S. Water, cor. Clark st.
Drew G. C.	Drew & Goodrich.....	Produce Commission Merchant.....	6 and 8 River st.
Davidson J. N.	S. M. Moore & Co.....	" "	161 Kinzie st.
Drake John	Gage, Bro., & Drake.....	Tremont House.....	Cor. Lake and Dearborn st.
Dore J. C.	T. Merrell & Co.....	Lumber Dealers.....	394 S. Wells st.
Dwen J. G.	J. G. Dwen.....	Produce and Commission Merchant	
Eckley Geo. R.	Eckley, Morse & Co.....	Produce Commission Merchant.....	158 S. Water st.
Everest E. F.	E. F. Everest.....	" "	13 S. Dearborn st.
Eagan Wm. M.	Wm. M. Egan.....	Vessel Agent.....	10 S. Clark st.
Elkin H. K.	Holbrook, Elkin & Co	Lumber Dealers.....	S. Clark, cor. North st
Eldred Elisha.	Eldred & Balcom.....	" "	540 S. Clark st.
Epps Chas. L.	Chas. L. Epps & Co.....	Produce Commission Merchants	225 Kinzie st.
Fish A. W.	Fish & Lester	Produce Commission Merchants	12 S. Dearborn st.
Fish S. H.	Fish & Avery	Produce Commission Merchant	12 S. Dearborn st.
Ford S. A.	S. A. Ford & Co	Produce Commission Merchant	12 S. Market st.
Fay A. R.	Fay & Co.....	Produce Commission Merchant	14 S. Clark st.
Fairbanks N. K.	N. K. Fairbanks	Grain Dealers	158 S. Water st.
Finley J. W.	Finley & Turpin.....	Produce Commission Merchants	242 S. Water st.
Fabian R. L.	R. L. Fabian	Produce Commission Merchant	S. Water, cor. Clark st.
Fisher J. K.	J. K. Fisher.....	Produce and Provision Broker.....	Cor. Lake and State st.
Farwell John V.	Cooley, Farwell & Co	Wholesale Dry Goods Dealer.....	42, 44, and 46 Wabash av.
Flanders Geo. W.	Flanders, McKindley & Co	Wholesale Grocers	79 S. Water st.
Forsyth James	Stearns, Briggs & Forsyth.....	Vessel Agents	185 S. Water st.
Fox Watson A.	W. A. Fox & Co.....	R. I. Grain Elevator	Office, 22 La Salle st.
Flint T. J. S.	Flint & Wheeler	Grain Elevator W. H.....	Foot N. Franklin st.
Gibbs George A.	Gibbs, Griffin & Co	Produce and Commission Merchant	280 S. Water st.
Gill R. T.	R. T. Gill	Grain Elevator W. H.....	Foot N. Franklin st.
Griffin E. W.	Gibbs, Griffin & Co	Commission Merchant	S. Water, cor. La Salle st.
Gillespie W. W. C.	W. W. C. Gillespie	Produce & Commission Merchant	158 S. Water st.
Green J. H.	Walker & Green	Insurance Agents	Cor. Clark and S. Water st.
Gibson George H.	Gibson & Caryl	Alcohol & P. Spirits Manufact'r's	154 and 156 S. Water st.
Goodrich A. E.	A. E. Goodrich & Co		

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Grafton W. R.....	Grafton & Hall.....	Produce Commission Merchants.....	132½ S. Water st.
Gates James L.....	Pitkin & Co.....	Clothing Merchants.....	128 S. Water st.
Gale J. H.....	J. H. Gale & Co.....	Produce Commission Merchants.....	212 Kinzie st.
Gray Chas. W.....	Clerk.....	J. S. Newhouse.....	194 S. Water st.
Going's Chas.....	Charles Goings.....	Produce Merchant.....	S. Water, cor. Clark st.
Gilbert John.....	John Gilbert.....	Produce Commission Merchant.....	156 S. Water.
Griffin E. F.....	Ball & Griffin.....	Produce Commission Merchants.....	S. Water, cor. Clark.
Goodyear C. B.....	C. B. Goodyear.....	Produce Commission Merchant.....	14 S. Clark st.
George James.....	Clerk H. A. Pitts.....	Threshing Machine Manufacturer.....	1 S. Jefferson st.
Gedtner F.....	Ulrichs & Gedtner.....	Banking, Exchange & Com. Mer.	57 S. Clark st.
Hale Thomas.....	Thomas Hale.....	Prod. Com. and Forw'ding Mer.	2 N. Wells st.
Hempstead E.....	E. Hempstead.....	Wholesale Grocer.....	71 S. Water st.
How Geo. M.....	How & Chadbourne.....	Produce Commission Merchants.....	212 S. Water st.
Hea William.....	William Hea.....	Prod. and Com. and Vessel Agent S. Water, cor La Salle st.	
Humphrey J. E.....	J. E. Humphrey & Co.....	Produce Commission Merchants.....	156 S. Water st.
Higgins G. W.....	Burt & Higgins.....	Produce Commission Merchants.....	33 N. Dearborn st.
Hough O. S.....	R. M. & O. S. Hough.....	Peef and Pork Packers.....	Office, 6 S. Dearborn st.
Hibbard R.....	Hibbard & Co.....	Produce Commission Merchants.....	Cor. S. Water and Clark sts.
Hays Lawrence.....	Lawrence Hays.....	Produce Dealer.....	No office.
Harvey A.....	Harvey, Butler & Co.....	Produce Commission Merchants.....	156 S. Water st.
Howe Samuel.....	Samuel Howe.....	Galena Grain Elevator.....	Termination Track.
Hinkley C.....	C. Hinkley	Produce Commission Merchant.....	160 S. Water st.
Hunter E. S.....	E. S. Hunter.....	Produce Commission Merchant.....	18 River st.
Hawkins N.....	Hawkins & Co.....	Produce, Commission and Flour.....	276 S. Water st.
Hayden H. H.....	H. H. Hayden.....	Produce Commission Merchant.....	216½ S. Water st.
Hosmer E.....	E. & H. Hosmer.....	Produce Commission Merchant.....	Cor. S. Water and Clark st.
Hall B.....	Grafton & Hall.....	Produce Commission Merchants.....	132½ S. Water st.
Hayward A. J.....	Haywood, Brother & Co.....	Produce Commission Merchants.....	186 N. Jefferson st.
Howes Allen.....	Allen Howes.....	Produce Commission Merchant.....	20 River st.
Hobbs J. B.....	J. B. Hobbs & Co.....	Produce Commission Merchants.....	143 Kinzie st.
Hoagland Andrew.....	Hongland & Gridley.....	Produce and Com. Merchants.....	242 S. Water st.
Hodson John R.....	John R. Hodson.....	Flour Merchant.....	213 Kinzie st.
Hurd J. L.....	Dow, Hurd & Co.....	Produce Commission Merchants.....	156 S. Water st.
Hall T. D.....	T. D. Hall.....	Produce and Ship Broker.....	S. Water, cor. Clark st.
Hibbard T. M.....	Hibbard, Wilson & Co.....	Produce Commission Merchants.....	150 Kinzie st.
Hancock J. S.....	Cragin & Co.....	Packers Beef and Pork.....	179 S. Water st.
Harless Thomas.....	Harless & Parker.....	Produce Commission Merchants.....	10 S. Clark st.
Hubbard G. S.....	G. S. Hubbard & Co.....	Packers and Provision Merchants.....	Cor. Clark and S. Water sts.
Harris S. M.....	S. M. Harris & Co.....	Produce Commission Merchants.....	186 Kinzie st.
Hubbard H. W.....	H. W. Hubbard.....	Produce Commission Merchant.....	S. Water, cor. Clark st.
Hitchcock W. F.....	W. F. Hitchcock.....	Produce Commission Merchant.....	247 Kinzie st.

TRADE AND COMMERCE OF

LIST OF MEMBERS.—Continued.

NAMES OF MEMBERS	STYLE OF FIRM	STYLE OF BUSINESS	BUSINESS LOCATION
Harbach N. P.	N. R. Harbach	Produce Commission Merchant.....	S. W. cor. Clark st.
Higginson G. M.	George M. Higginson	Produce and Com. Merchants.....	7 Milwaukee av.
Hervey C. W.	Hervey, Barker & Co.	Prod. Com. and Forw'ding Mer....	S. Water, cor. S. La Salle st.
Hurlburt F. J.	Chapin, Hurlburt & Co.	Grain Dealer.....	Office, James Peck & Co.
Harrison H. H.	H. H. Harrison	Produce Commission Merchant.....	24 Kinzie st.
Robert D.	D. Hobert	Produce and Com. Merchant.....	163 S. Water st.
Hutchinson P. B.	P. B. Hutchinson	Packers Beef and Pork.....	170 N. Water & Clybourne's b'dge.
Hayward H.	Hayward, Blomfield & Co.	Produce Commission Merchants.....	210½ S. Water st.
Houghtelling W. D.	Williams & Houghtelling	Produce Commission Merchants.....	184 Kinzie st.
Harbunker H.	Zenkeison & Co.	Produce Commission Merchants.....	Office with A. T. Spencer & Co.
Haskin E.	E. Haskin & Co.	Salt Dealers.....	Market, bet. Monroe & Adams sts.
Hilliard L. P.	Hilliard & Morton	Lumber Dealers.....	
Ingersoll J. E.	J. E. Ingersoll	Produce Commission Merchant.....	13 State st., up stairs.
Johnson S. M.	S. M. Johnson & Co.	Produce Commission Merchants.....	242 S. Water st.
Jennings R. S.	R. S. Jennings	Produce Broker.....	Cor. S. Water and Clark sts.
Jones Jr., Joseph.	Joseph Jones, Jr.	Commission Merchant.....	Cor. Clark and Twelfth sts.
Jackson H.	H. Jackson	Wholesale Dry Goods.....	
Jones R. D.	R. A. Jones & Sons	Vessel Agent.....	74 and 76 Lake sts.
Judson George	George Judson	Produce Commission Merchant.....	239 Kinzie st.
Jackson N.	N. Jackson	Produce Dealer.....	
Jones Tarlton	Tarlton Jones	Dealers in Hides and Grain.....	31 N. Dearborn st.
Jackson W. W.	Walker & Jackson	Produce Commission Merchants.....	Cor. S. Water and Franklin sts.
Kreigh D.	D. Kreigh & Co.	Produce Commission Merchant.....	S. Water, cor. Clark st.
Kerchoff Charles.	Charles Kerchoff	Produce Commission Merchant.....	32 N. Dearborn st.
Kennedy Lawrence.	Lawrence Kennedy	Produce Commission Merchant.....	13 State st.
Kellogg C. C.	Mather & Kellogg	Produce Commission Merchants.....	156 S. Water st.
Kinney J. A.	Templeton & Kinney	Lumber Dealer.....	W. Water, bet. Wash. & Randolph.
Kelly E.	E. Kelly	Agent.....	S. Clark st., near Railroad.
Kendall D. W.	D. W. Kendall	Clerk at Gage & Heart's	S. Water, cor. River st.
Kilernan Francis.	A. E. Kent & Co.	Produce Commission Merchants.....	14 S. Wells st.
Kent A. E.	O. Kendall	Baker	80 and 82 Washington st.
Kendall O.	A. E. Kent & Co.	Produce Commission Merchants.....	14 S. Wells st.
Kent S. A.	Fish & Lester.	Produce Commission Merchants.....	12 S. Dearborn st.
Lester J. H.	J. Laduc	Produce Commission Merchant.....	6 S. Dearborn st.

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Low W. H.....	A. C. Low & Brother.....	Produce Commission Merchants.....	163 Kinzie st.
Lang M.....	M. Lang.....	Produce Commission Merchant.....	2 Hilliard's Block.
Lake C. E.....	Hibbard & Co.....	Produce Commission Merchants.....	Cor. S. Water and Clark sts.
Lathrop E. T.....	E. T. Lathrop.....	Produce Commission Merchant.....	20 S. LaSalle st.
Livingston H. C.....	H. C. Livingston & Co.....	Produce Commission Merchants.....	20 S. LaSalle st.
Ladd J. H.....	J. H. Ladd.....	Produce Commission Merchant.....	230 Kinzie st.
Leckie A. C.....	Long & Leckey.....	Produce Commission Merchants.....	13 S. Lasalle st.
Lathrop C. A.....	C. A. Lathrop.....	Vessel Agent.....	S. Water, cor. Lasalle st.
Lyon J. B.....	Stratton & Lyon.....	Produce Commission Merchants.....	179 S. Water st.
Luddington N.....	N. Luddington & Co.....	Lumber Dealers.....	Foot S. Twelfth st.
Larned S. J.....	Throop & Larned.....	Lumber Dealers.....	Charles near Van Buren st.
Leland Windsor.....	Leland & Nixon.....	Produce and Provisions.....	231 S. Water st.
Long William Henry.....	Long & Leckie.....	Produce Commission Merchants.....	13 S. La Salle st.
Magill C. J.....	C. J. Magill.....	Produce Commission Merchant.....	196 S. Water st.
Munger N.....	Munger & Armour.....	Grain Elevator Warehouse.....	Foot N. Franklin st.
Mather W. T.....	Mather & Co.....	Produce, Commission & Forwarding	Foot N. LaSalle st.
Magill Julian.....	Julian Magill.....	Produce Commission Merchant.....	146 S. Water st.
McGee Joseph W.....	J. W. McGee & Co.....	Produce Com., & Line C. Boats.....	194 S. Water st.
Morse Albert.....	Eckley, Morse & Co.....	Produce Commission Merchants.....	158 S. Water St.
Munn I. Y.....	Munn & Scott.....	Grain Elevator.....	280 S. Water st.
McKichan Solomon.....	Geo. Steel & Co.....	Produce, Commission and Packers.....	S. Water, cor. LaSalle st.
McDougal Robert.....	R. McDougal & Co.....	Produce Commission Merchants.....	242 S. Water st.
Maitland John.....	Maitland & Scranton.....	Produce Commission Merchants.....	156 S. Water st.
Moore C. S.....	H. F. & C. S. Moore.....	Produce Commission Merchants.....	18 S. Dearborn st.
McLennan H.....	H. McLennan.....	Produce Commission Merchant.....	13 La Salle st.
Missick Peter.....	Peter Missick.....	Produce Commission Merchant.....	
Moore Alex.....	Alexander Moore.....	Produce Commission Merchant.....	24 River st.
Munch H. C.....	H. C. Munch.....	Vessel Agent.....	S. Water, cor. La Salle st.
McCollum D.....	D. McCollum.....	Produce Commission Merchants.....	184 S. Water st.
McGreggor Wm.....	D. L. Quirk & Co.....	Produce Commission Merchant.....	S. Water, cor. Franklin st.
McChesney R.....	Robert McChesney.....	Produce Commission Merchant.....	Twelfth, near Canal.
Meadoncroft J. R.....	J. R. Meadowcroft.....	Produce Commission Merchant.....	532 State st.
Mott J. H.....	J. H. Mott.....	Produce Commission Merchant.....	216 Kinzie st.
Munger Nathan.....	N. Munger.....	Produce Commission Merchants.....	258 S. Water st.
McBride Geo. P.....	Clark & Co.....	Forwarding and Commission.....	Canal Transportation Line.....
McNair James.....	James McNair & Co.....	Novelties Mills.....	224 S. Water st.
Milks A.....	A. Milks.....	Produce Commission Merchants.....	S. Clark, opposite Liberty st.
Mellon J. O.....	Sawyer, Mellon & Co.....	Produce Commission Merchant.....	J. W. Musson.....
McLean W. W.....	W. W. McLean.....	Freight Agent, P. & F. W. R. R.....	
Musson J. W.....	J. W. Musson.....	Lumber Dealer.....	Hugh Maher.....
Maher Hugh.....			147 S. Water st.

LIST OF MEMBERS.—Continued.

NAMES OF MEMBERS.	STYLE OF FIRM.	STYLE OF BUSINESS.	BUSINESS LOCATION.
Milwood H.....	H. Milwood.....	Produce and Provision Broker.....	Cor. S. Water and Clark sts.
Meers C.....	C. Meers & Co.....	Lumber Dealers.....	1 Kinzie st., near bridge.
Meers Nathan.....	C. Meers & Co.....	Lumber Dealers.....	1 Kinzie st., near bridge.
Morey A. G.....	Morey & Smart.....	Produce Commission Merchants.....	Dole's blk, cor. S. Water & Clark sts.
Norton L. D.....	L. D. Norton.....	Grain Dealer.....	S. Water, cor. Clark st.
Newhouse J. S.....	J. S. Newhouse.....	Produce Commission Merchant.....	194 and 196 S. Water st.
Neely A. E.....	A. E. Neely & &o.....	Forwarding & Com'n Merchants.....	240 S. Water st.
Nyman I. C.....	Nyman & Pratt.....	Produce Commission Merchants.....	158 S. Water st.
Nelson Murray.....	Murray Nelson.....	Produce Commission Merchant.....	Cor. S. Water and Clark sts.
Orton G. A. K.....	Orton & McLaughlin.....	Produce Commission Merchant.....	132 Kinzie st.
O'Brien M. W.....	M. W. O'Brien.....	Lumber Dealer.....	S. Clark, near North.
Olcott O.....	Jordon & Olcott.....	Dry Dock.....	Charles, near W. Harrison st.
Osborne O. M.....	Osborne, Bro. & Co.....	Produce, Commission & Packers.....	Cor. S. Water and Clark sts.
Priestly Howard.....	Priestly & Peterkin.....	Produce Commission Merchants.....	147 S. Water st.
Parke W. O.....	Dickinson, Parke & Buel.....	Produce Commission Merchants.....	156 S. Water st.
Price P. J.....	Price, Morris & Co.....	Coal Dealers.....	132 N. Water st.
Parker Thomas.....	Harless & Parker.....	Produce Commission Merchants.....	10 S. Clark st.
Pratt S.....	Pratt S.....	Produce Commission Merchants.....	158 S. Water st.
Phillips T. F.....	Phillips & Van Wagenen.....	Insurance Agents.....	S. Water, cor. Clark st.
Putnam L. N.....	Putnam & Falconer.....	Produce Commission Merchants.....	13 S. La Salle st.
Pomeroy S. B.....	S. B. Pomeroy & Co.....	Grain Elevator Warehouse.....	272 S. Water st.
Parsons J. B.....	Parsons & Farlans.....	Lumber Dealers.....	S. Clark, near R. R. bridge.
Poinier J. H.....	J. H. Poinier.....	Produce Dealer.....	No office.
Peck James.....	James Peck & Co.....	Grain Elevator Warehouse.....	S. Water, foot Dearborn st.
Perkins Geo. W.....	G. W. Perkins & Co.....	Produce Commission & Forwarding.....	22 S. Market st.
Pease Congdon.....	With Albert Crosby.....	Distiller	
Quirk D. L.....	D. L. Quirk & Co.....	Produce Commission Merchants.....	S. Water, cor. La Salle st.
Rumsey Julian S.....	Rumsey, Bro. & Co.....	Produce Commission Merchants.....	146 S. Water st.
Rawson Erastus.....	Rawson & Hewes.....	Distillers.....	18 Cass st.
Rounds G. W.....	G. W. Rounds.....	Produce Commission Merchant.....	29 N. Dearborn st.
Richmond H. M.....	Richmond & Co.....	Produce, Commission & Forwarding.....	19 N. Water & 8 Richmond H. block.
Rumsey Geo. F.....	Rumsey, Bro. & Co.....	Produce Commission Merchants.....	146 S. Water st.
Richards J. J.....	Richards J. J.....	Produce Commission Merchant.....	150 S. Water st.
Robinson R.....	R. Robinson.....	Agent Western Transportation Co.	Foot State st.

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Rogers C. A.....	C. A. Rogers.....	Commission Merchant.....	Cor. S. Water and Clark sts.
Rising N.....	N. Rising	Produce Commission Merchant.....	10 S. Clark st.
Rheese John E.....	Underwood & Co.....	Produce Commission Merchants.....	152 S. Water st.
Rigney James.....	E. & J. Rigney.....	Lumber Dealers.....	Empire Slip, W. Twelfth st.
Robe L. B.....	L. B. Robe.....	Produce Commission Merchant.....	158 S. Water st.
Ranney O. B.....	Luff & Ranney.....	Produce Commission Merchants.....	159 Kinzie st.
Reynolds A. B.....	Brown, Hamill & Co.....	Produce Commission Merchants.....	161 Kinzie st.
Rockwell Wm.....	Wm. Rockwell.....	Produce Commission Merchant.....	29 N. Dearborn st.
Robbins Josiah.....	Grist, Robbins & Co.....	Millers.....	Carroll, cor. N. Jefferson st.
Randolph Chas.....	Tucker & Randolph.....	Produce Commission Merchants.....	Cor. Clark and S. Water st.
Richmond C. Y.....	Richmond & Co.....	Pro. Com. and Forwarding Merch's	192 N. Water & Richmond H'se bl.
Bowley D. W. C.....	Rowley & Pomeroy.....	Produce Commission Merchants.....	24 S. Market st.
Ryerson M.....	Ryerson, Miller & Co.....	Lumber Dealers.....	71 N. Canal st.
Ransom, J. S.....	Fitch & Ransom,.....	Produce Commission Merchant,.....	143 Kinzie st.
Steel Geo.....	Geo. Steel & Co.....	Pro. Com. Merchants and Packers S. Water, foot La Salle st.	
Stearns M. C.....	Stearns & Co.....	Produce & Commission Merchants 284 and 286 S. Water st.	
Sherwood Isaac.....	Isaac Sherwood.....	Produce & Commission Merchants S. Water, cor. State st.	
Shepard B. S.....	B. S. Shepard.....	Shipping Merchant.....	10 S. Clark st.
Scranton D. C.....	Mattland & Scranton.....	Produce Commission Merchant.....	
Shepherd John.....	John Shepherd.....	Produce Commission Merchant.....	156 S. Water st.
Stevens E. B.....	Stevens & Bro.....	Produce Commission Merchant.....	182 Kinzie st.
Sanford M. S.....	M. S. Sanford.....	Produce Commission Merchant.....	16 S. Dearborn st.
Saunders E. R.....	J. W. McGee & Co.....	Produce, Commission & Canal Line 194 S. Water st.	
Sanford J. T.....	Sanford & Hall.....	Produce, Com. and Forwarding Mer. Foot N. La Salle st.	
Spades C. D.....	C. D. Spades.....	Produce and Shipping Merchant.....	150 S. Water st.
Steward W. S.....	W. Scott Stewart.....	Produce and Shipping Merchant.....	24 River st.
Scott Gco. L.....	Munn & Scott.....	Grain Elevator, W. H.....	280 S. Water st.
Sawyer D. G.....	D. G. Sawyer.....	Pronuce Commission Merchant.....	S. Water, foot La Salle st.
Stratton Oscar.....	Stratton & Lyon.....	Produce Commission Merchant.....	179 S. Water st.
Sawyer A. A. K.....	Sawyer, Mellen & Co.....	Produce Commission Merchant.....	258 and 260 S. Water st.
Stewart D.....	D. Stewart.....	Lumber Dealer.....	24 River st.
Stewart George.....	G. & J. Stewart.....	Packers and Provision Merchants.....	Harrison, cor. Clinton st.
Swift A. G.....	A. G. Swift.....	Produce Commission Merchant.....	S. Water, cor. Clark st.
Spenceer B. H.....	B. H. Spencer.....	Produce Commission Merchant.....	214 Kinzie st.
Sackett G. A.....	G. A. Sackett.....	Produce Commission Merchant.....	150 S. Water st.
Stone Antle	Antle Stone.....	Produce Commission Merchant.....	10 S. Clark st.
Stewart John.....	John Stewart & Co.....	Produce Commission Merchant.....	256 S. Water st.
Smith D. Howard.....	D. Howard Smith & Co.....	Produce Commission Merchant.....	S. Water, foot State st.
Smart J. N.....	Morey & Smart.....	Produce Commission Merchant.....	8 Dole's bldg, cor Clark & S. Water
Spencer A. T.....	A. T. Spencer & Co.....	Agents Collingwood Line.....	Foot S. La Salle st.
Snow Josiah.....	Josiah Snow.....	Commission Merchant	10 S. Dearborn st.

LIST OF MEMBERS.—Concluded.

NAMES OF MEMBERS.	STYLE OF FIRM.	STYLE OF BUSINESS.	BUSINESS LOCATION.
Sanford Chas.	Chas. Sanford	Commission Merchant.....	147 S. Water st.
Smith Geo. C.	Hibbard & Co.....	Produce Commission Merchant	Cor. S. Water and Clark st.
Stevens S. H.	Stevens & Bro.....	Produce Commission Merchant.....	182 Kinzie st.
Smith James	Shepard, Sheriff & Smith.....	Lumber Dealers.....	200 S. Canal st.
Stafford John F.	Stafford & Coborn.....	Ship Chandlers.....	136 S. Water st.
Sturges Solomon	Sturges, Buckingham & Co.....	Grain Elevators.....	Foot S. Water st.
Severens Geo. A.	Moor, Severens & Co.....	Produce, Commission and Packers	242 S. Water st.
Sawyer P.	Sawyer & Co.....	Produce Commission Merchants.....	S. Water, cor. La Salle st.
Stevens F. H.	F. H. Stevens	Produce Commission Merchant.....	48 Dearborn st.
Saltinstill F. G.	Saltinstill & Co.....	Stock Brokers, &c.....	Cor. Lake and Clark st.
Shores L.	Wilson & Shores.....	Produce Commission Merchants.....	79 S. Water st.
Stanseil J. B.	Stanseil & Wilson.....	Produce & Commission Merchant	25 N. Canal st.
Sacket E.	E. Sacket.....	Produce and Commission Merchant	232 Lake st.
Sleeper F. H.	Sleeper & Lewis.....	Produce & Commission Merchants	9 Canal st.
Smale Jas. H.	Jas. H. Smale.....	Produce and Commission Merchant	28 N. Dearborn st.
Tinkham E. I.	E. I. Tinkham & Co.....	Bankers	S. Clark, cor. Lake st.
Tiffany J. H.	James Peck & Co.....	Grain Elevator.....	S. Water, foot Dearborn st.
Towner lf. A.	Rumsey, Bro. & Co.....	Produce Commission Merchants.....	146 S. Water st.
Ticknor A. O.	A. O. Tickner.....	Produce Commission Merchant.....	
Thompson H. M.	Williams & Thompson.....	Wholesale Grocers.....	45 S. Water st.
Town M. C.	M. C. Town.....	Produce Commission Merchant.....	
Templeton Thomas	Templeton & Kinney.....	Produce Commission Merchants.....	156 S. Water st.
Tickner L. W.	L. W. Tickner.....	Produce Commission Merchant.....	
Tucker Jos. H.	Tucker & Randolph.....	Produce Commission Merchant.....	
Tainter C. M.	C. M. Tainter.....	Lumber and Shipping Merchant.....	Lake, cor. S. Market st.
Turpin V. A.	Finley & Turpin.....	Produce & Commission Merchant	242 S. Water st.
Thomas B. W.	B. W. Thomas & Co.....	Lumber Dealers.....	Griswold, cor. Taylor st.
Taylor M. B.	M. B. Taylor.....	Produce Commission Merchant.....	
Turner H. N.	H. N. Turner.....	Lumber Dealer.....	State, near North st.
Thomas R. T.	Thomas & McChesney.....	Produce Commission Merchants.....	29 N. Dearborn st.
Underwood T. L.	Underwood & Co.....	Produce Commission Merchants.....	152 S. Water st.
Underwood Nathan Jr.	H. C. Livingston & Co.....	Produce Commission Merchants.....	20 S. La Salle st.
Van Inwagen A.	Van Inwagen & Co.....	Produce Commission Merchants.....	S. Water, cor. Clark st.
Vane Allen	Allen Vane.....	Produce Commission Merchant.....	S. Water, cor. River st.
Weats W. A.	W. A. Weats.....	Produce Commission Merchant.....	18 S. Market st.

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Vogel H. E.....	Huntington, Bro. & Vogel.....	Produce Commission Merchants....	188 Kinzie st.
Vincent A.....	Vincent & Abel	Produce Commission Merchants....	27 N. Canal st.
Walker Charles II.....	Walker, Bronson & Cole	Elevator and Grain Dealers.....	90 S. Water st.
Wheeler C. T.....	Flint, Wheeler & Co.....	Elevator and Grain Dealers.....	Office, 22 La Salle st.
Williams A. R.....	A. R. Williams.....	Produce and Com. Merchant.....	16 Dearborn st.
Wright J. C.....	J. C. Wright.....	Produce and Com. Merchant.....	S. Water, cor. Clark st.
Wright George M.....	George M. Wright.....	Produce and Com. Merchant.....	12 S. Dearborn st.
Whitney N. K.....	N. K. Whitney.....	Produce and Com. Merchant.....	Cor. s. Water and Clark sts.
Whitney S. S.....	Whitney & Kimball.....	Produce and Com. Merchant.....	157 Kinzie st.
Workman Thomas.....	Thomas Workman.....	Produce and Com. Merchant.....	Dock cor. River st.
Wentworth C. R. P.....	Wentworth & Co.....	Produce and Com. Merchant.....	113 Kinzie st.
Watson George.....	Watson, Tower & Co.....	Produce and Com. Merchant.....	160 S. Water st.
Webster George.....	Webster & Baxter.....	Produce and Com. Merchant.....	197 Kinzie st.
Warren W. H. B.....	W. H. B. Warren.....	Produce and Com. Merchant.....	158 S. Water st.
Whitney J. B.....	J. B. Whitney.....	Produce and Com. Merchant.....	214 Kinzie st.
Woodruff W. N.....	W. N. Woodruff	Produce and Com. Merchant.....	S. Water, cor. Clark st.
Willard E. K.....	E. K. Willard & Young ,	Bankers	17 State st.
Waller J. B.....	Waller & Co.....	Produce Commission Merchants....	S. Water, cor. Clark st.
Whitmarsh J. C.....	J. C. Whitmarsh	Produce Commission Merchant.....	Cor. S. Water and Clark sts.
Walker G. M.....	George M. Walker	Produce Commission Merchant.....	261 Kinzie st.
Woods William.....	Woods & Barnes.....	Produce Commission Merchants....	158 S. Water st.
Walker C. M. L.....	Walker & Green	Produce Commission Merchants....	176 N. Water st.
Weatherby G. F.....	George M. Allen & Co..	Produce Commission Merchant.....	S. Water, cor. Clark st.
Woolcott E. G.....	E. G. Woolcott.....	Produce Commission Merchant.....	Cor. State and Randolph sts.
Woodworth James H.....	James H. Woodworth	Banker.....	161 S. Water st.
Watson W. H.....	W. H. Watson.....	Produce Commission Merchant.....	3 S. Clark.
Wilmarth H. B.....	H. B. Wilmarth	Insurance Agent.....	1 S. Clark.
Wheeler Hiram.....	Hiram Wheeler.....	Produce Commission Merchant.....	27 N. Dearborn st.
Warner L. S.....	L. S. Warner.....	British Consul.....	13 La Salle st.
Wilkins J. Edward.....	J. Edward Wilkins.....	Insurance Agent.....	Cor. S. Water and Clark sts.
White Julius.....	Julius White.....	Lumber Dealers.....	S. Franklin, bet. Taylor & Charles.
Wilcox S. N.....	Wileox, Lyon & Co.....	Broker & Commission Merchant.....	Cor. S. Water and Clark sts.
Wheeler B. G.....	B. G. Wheeler.....	Produce Commission Merchants....	210½ S. Water st.
Williams Reed R.....	Williams & Houghteling	Produce Commission Merchants....	148 S. Water st.
Young B.....	B. Young.....	Produce Commission Merchants....	184 Kinzie st.
Zenkeison H.....	H. Zenkeison & Co.....	Produce Commission Merchants....	

In giving the foregoing list of members, we have to apologize to those whose names are omitted. There are so many names in the books of the Board, of persons who have died, left the city, &c., that until rearrangements are paid we do not know who wish to retain their membership.